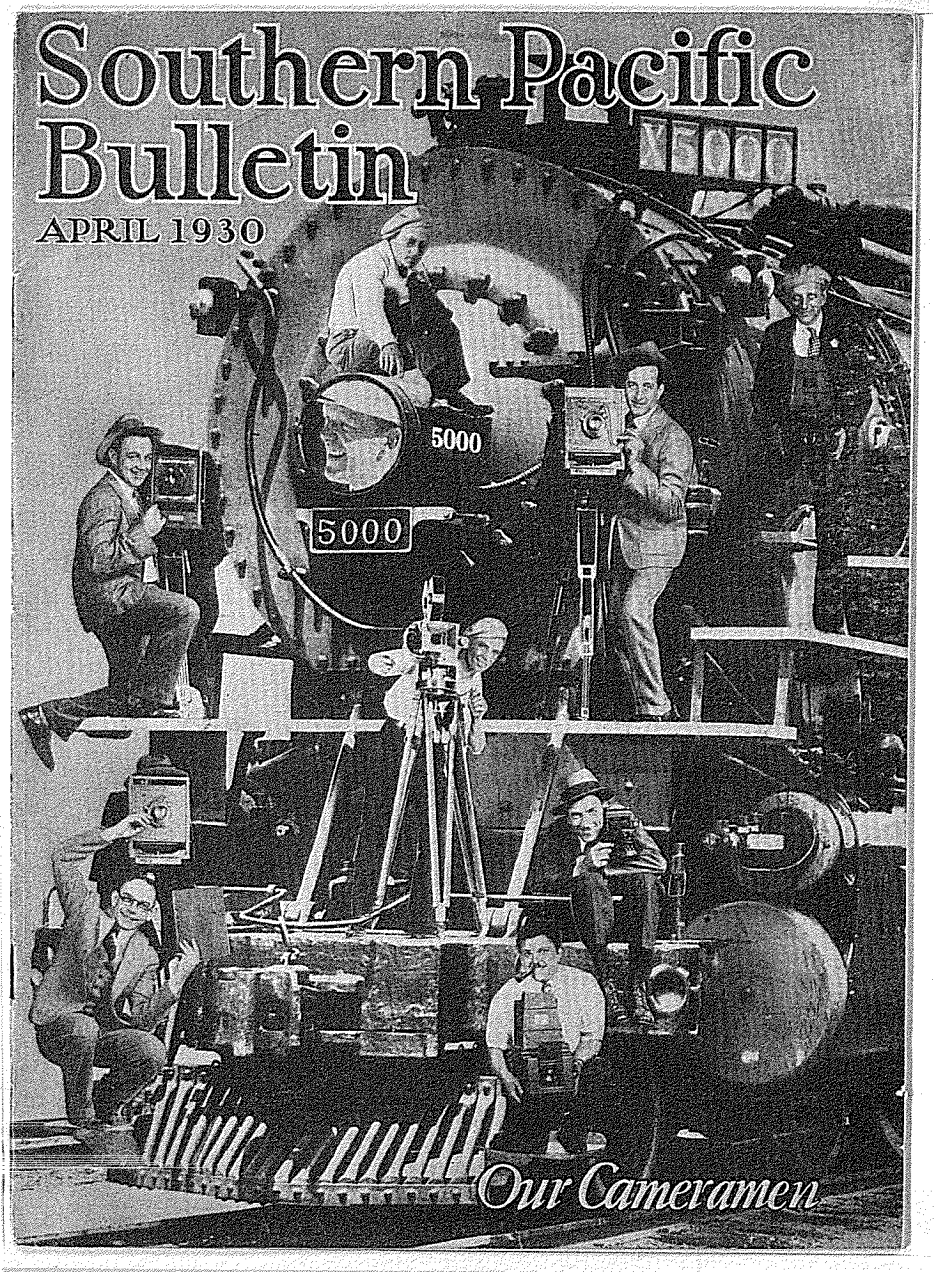
Southern Pacific Bulletin

APRIL 1930



Our Cameramen

Published monthly by Southern Pacific Company, Department of Development and Colonization, in the interest of, and distributed free to, active and retired employes

Southern Pacific Bulletin

ERLE HEATH, Editor
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Signed contributions are invited and should reach the editor by the 15th of the month. Manuscripts and photographs will be returned if requested

Among Ourselves

AN appeal was made recently for blood to transfuse into the veins of Yardman C. J. Daniels' ten year old son at Klamath Falls. H. G. Wilkes, relief clerk and caller, and Lindsay Thompson, manifest clerk, immediately volunteered to Dr. Sharp. Wilke's blood was not found compatible with that of the lad, but Thompson's proved satisfactory and he gladly sacrificed a pint. The effort to save the boy's life was in vain. Perhaps the fact that they were anxious to help a fellow railroader was not the paramount thought prompting the unselfish action of these two men—still we like to think that it was. Superintendent Fitzgerald added a letter of commendation to their service records of which they can be justly proud.

THE well known Mr. Stork recently won two races with our trains. In each instance helpful services were rendered by Southern Pacific people. Conductor A. C. Webster of Tucson Division acted as host when the "old bird" overtook the Apache. On the Western Division Conductor J. E. Devereaux met the emergency with the assistance of Charlie Starmer, brakeman; P. L. Coupland, telegrapher at Benicia, and Mrs. Geo. D. McHugh, wife of our conductor at Napa. Wires were sent ahead for doctors, husbands were advised, and all details, even to providing baby clothing, were taken care of by the thoughtful railroaders.

BRAKEMAN GEO. W. HARMON, of Western Division, has a fine sense of loyalty as well as a proper appreciation of the respect due a patron. Coming out of Sacramento on No. 41 a few nights ago, a group of traveling men were talking about railroads in general. One gentleman was of the opinion that trains in the West are not as easy riding as those in the East. Harmon courteously injected a few words into the discussion that seemed to correct such a mistaken idea, and which also tended to create a high regard for the care Southern Pacific takes in maintaining its roadbed.

The Cover Picture

Here we have ten pictures in one. Nine small pictures of the men were cut out and pasted on an enlarged picture of a locomotive, and the composite rephotographed. The man in the headlight is E. W. Irwin, manager Duplicating Bureau. Seated on the headlight is Loyal Himes, head photographer. The others, members of the photographic department, are Homer Fish, Andrew Patrician, Steve Edwards, Stanley Bezozzi, Jim Savage, Charlie Thomas and Al Rommel. How many of them can you pick out? See story "Get The Picture" in this issue.

IF YOU have a fancy for making calculations, you will find material for interesting and endless mathematical deductions in the figures appearing in the safety report on the back page. Just suppose our lines circled the 24,092 miles around the earth. Could even Methuselah have traveled in his lifetime the distance our company carried 33 million people in safety last year? Or suppose our lines reached to the moon. How many round trips would a man have to make to equal the distance the millions traveled on Pacific Lines in one year?

JOHN M. FULTON, who retired in January, 1925, as assistant general freight and passenger agent at Reno after many years of railroad service, was very much taken with Frank Nejedly's striking picture of the Tehachapi "loop" which appeared in the March Bulletin. It recalled to Mr. Fulton's memory the days of 1875-76 when he was locomotive engineer on the construction train during the time the railroad was being built between Bakersfield and Los Angeles. After living in Portland for some time, Mr. Fulton is now making his home in San Francisco.

CONDUCTOR E. A. "GUS" LAR RIEU paid us a visit a few days ago. He had some nice things to say about Red Cap Porter A. A. Brown who rustled up a nursing bottle for a mother during the short stop of the Gold Coast at Sacramento recently. When Gus was a youngster going to school in Oakland he used to play train with Charlie Adams, now Western Division engineer. Emulating their fathers, Gus was conductor of the "soap box" train and Charlie was the engineer. Little did they realize that their boyhood dream would come true, and that forty years later they would be working together running "real" trains in and out of Oakland Pier. You may remember the story we had in the Bulletin about Gus and Charlie some time ago.

INDIVIDUAL records in safety may come and go, but Fred Merkle's "no accident" record will go on forever, so it seems. Fred is section foreman at Benton, Calif., on the Salt Lake Division, and during 38 years he has not had a serious accident happen to a man working for him. Such a record reflects careful and thoughtful supervision. J. B. Grant, B. & B. foreman at Tucson, and C. Enger, section foreman at Brownsville, Ore., have a clear "no accident" record for 33 years.

SPEAKING of safety work—the boys at El Paso District Stores, and at the outside local stores of Douglas, Globe and Tucumcari, did not have a reportable accident during the year, and only eleven accidents of a minor nature. There were 415,773 man-hours at El Paso stores; and 25,011 man-hours at Douglas, Globe and Tucumcari.

NOTIFY your supervising officer if you are not getting your Bulletin or if there is a change in your home address.

Our Family Album

H. E. ALSING
Head Clerk to Secretary, Pension Board



IF we all stay with the Company long enough, we will meet this man face to face sooner or later, and if we defer the meeting until our pension time arrives, we will be sorry that we so long delayed making his acquaintance, for he is a mighty fine chap to know. He is Henry E. Alsing, head clerk to J. S. Cunningham, Secretary of the Pension Board. Henry is located in the general office building, and his pleasant smile and affable manner are well known to every one of our pensioners, all of whom, we feel sure, will be glad to see his picture. A visit with Henry is like meeting an old and valued friend. Henry, with Mr. Cunningham, are the hosts of the pensioners' club room in the general office building, and it is a question which the old timers cherish most—the club and its privileges, or the friendship of these two men.

C. J. MATTERER
Pullman Reservation Agent



IN order that the ticket men in the San Francisco Bay district and down the coast may have some idea of the appearance of the man they call daily for "a lower in the center of the car, on the shady side," we publish a picture of C. J. Matterer, Pullman Reservation Agent, San Francisco. Charlie has been handling reservations for the past twelve years; in fact, his whole service with the Company has been in the chart room. He began as a clerk and about five years ago was advanced to his present position. The chart room in San Francisco is one of the two busiest rooms on the system, seventeen to eighteen hundred telephone calls being handled daily, and considerably more during the summer excursion season. Charlie is most obliging and one may be sure that the accommodations desired will be furnished if it is possible.

387-154

Company Adopts Plan to Help Stabilize Employment

SOUTHERN PACIFIC COMPANY has put into effect a plan whereby employes laid off because of lack of work in their particular occupation will be registered through a system of employment clearing houses covering the entire Pacific Lines for any other employment for which they are qualified.

So far as possible arrangements will be made for them to return to their former employment if they so desire when the work permits. Even with 60,000 employes in many departments of the Company spread over half a dozen states it will be possible under this plan for any and every employing officer in need of a man to learn without unreasonable delay just who are available that have been in the Company's employ and who are qualified to fill the vacant position.

Under this plan it is proposed that all employing officers having anticipatory knowledge of lessened employment in their jurisdiction will advise in a general way, and specifically as far as they can, in advance of such lessened employment so that others may know that they will have a surplus force upon whom they may draw in advance of the actual change. As a result, it is expected that all employes who might otherwise be out of work will be given opportunity to fill vacancies before any new men are employed.

For example, in the office of each Division Superintendent there will be a complete record of any men laid off on that division, and they will be considered for employment in the department on the division where laid off, in other departments of that division, or adjacent divisions, on other divisions of the system, and in other activities of the Company in the order named. Officers of any division unable to fill vacancies from within the ranks of that division will call on the other divisions or departments of the Company.

Likewise, the activities not included within those of any Division, such as General Shops, District Stores, Traffic Departments, Accounting Departments, and other organizations, will maintain their lists of employes laid off, and will follow the same plan as effective on each division, there being such final co-ordination as will result in every vacancy, it is hoped, being filled without taking on new men, when former employes laid off because of lack of work are without employment.

Through the company-owned telegraph and telephone lines, as well as by prompt mail correspondence, there will be established direct communication among all of the clearing house officers.

Get the Picture!

Photography Is Important Among the Widely Diversified Railroad Occupations



Paul Talbot, company photographer at Los Angeles, is the youngman shown on the left in the act of "shooting" his picture



Jack Herold is a photostat operator at Los Angeles, but he is also handy at taking pictures with a graflex camera

THE average passenger, traveling on the railroad, or the shipper or receiver of freight, would probably be greatly surprised to learn of the many branches of modern industry and science in which the railroad has to participate in order to render the satisfactory transportation which he accepts as a matter of course.

To most people, giving the matter little or no thought, the operation of trains is the only concern of railroad officials. While the operation of trains, with consequent transportation of passengers and merchandise, is the ultimate object of a railroad, to successfully accomplish this end, the services of a multitude of widely divergent professions must be called into use.

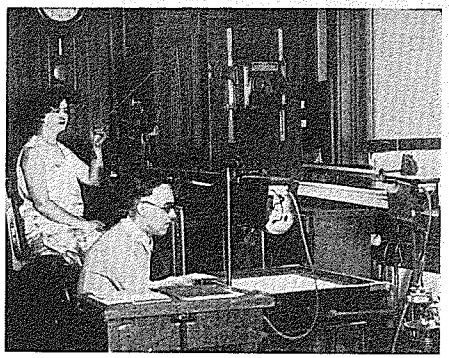
Should the population of an up-to-date city be almost entirely decimated through pestilence or other cause, it would be possible, from the ranks of a fully organized modern railroad, to supply members of practically all the trades, professions and crafts necessary to again put the city on a smoothly running basis, with all the comforts and conveniences to which it was accustomed.

One of the arts which occupies a prominent place in railroading today is photography. There is hardly a department that does not have frequent need for photographs, and, to meet this need, Southern Pacific maintains two complete photographic plants, equalling if not exceeding, in size and equipment, the largest and best commercial photographic studios.

The main laboratory occupies an entire floor of the general office annex in San Francisco, where the duplicating bureau is located. This bureau is under the management of E. W. Irwin, who also has supervision of the photographic work. There are two commodious and well arranged dark rooms, a room for printing and another for the making of enlargements, as well as a large room in which are located the photostat machines, of which there are three,

copying cameras and other equipment used in finishing. There is, in addition, a complete motion picture laboratory, operated by Loyal Himes, head photographer. There is a dark room, a drying and assembling, or cutting room, and a small auditorium, seating about a hundred people, for the projection of the finished pictures. This room is also utilized as a studio for the taking of portraits.

A branch of the duplicating bureau is maintained in Los Angeles, under the direction of George Brown, in which a smaller but complete photographic plant is operated. There are 10 employes in the San Francisco photographic department, five photographers and five photostat operators. The Los Angeles laboratory is manned by one photographer and one photostat operator. In addition to this, at headquarters of each one of the Company's twelve divisions, a large camera is kept on hand for use in emergencies where it is not possible to send a photographer from headquarters in time, or where the work is of such a character it can be handled by a member of the local office.



The photostat machines are important items of equipment in the photograph department. They are used for copying documents, maps, drawings and similar items, and are in almost constant use every day. Jessie Kurtz and Leo Poyry are two operators in the San Francisco bureau.

News Cameramen

The bureau of news, which has offices at San Francisco and Los Angeles, and which is independent of the duplicating bureau, also has photographers at both points, who make pictures of news events in railroad circles and general publicity pictures.

From the above, it will be seen that photography occupies a prominent place in the modern railroad.

The motion picture cameras, of which the Company has two, are used to make records of important events in the railroad's history, such as the completion of a new line, etc. Travelogue films are also made of scenes of interest along the Company's lines, and these are loaned, rent free, to various societies, clubs, etc., for exhibition, furnishing at one and the same time entertainment for the audience and advertising publicity for the Company.

The enlarged pictures seen on the walls and displayed in the windows of city ticket offices and off-line agencies are all made by the Company's photographers. The largest enlargement turned out in the laboratory so far was 7½ feet wide by 12 feet long.

There is no branch of the photographic art that the photographers are not called upon to do from time to time. Landscapes, portraits, groups, copies of pictures, old and new, enlargements, lantern slides, motion pictures and speed photography, all come within the scope of the department's activities.

The photostat machines are large cameras equipped with prisms, which are used for making copies of all kinds of documents. Should there be question as to payment of a bill, a photostat copy of the cancelled check is made as evidence. Sometimes rare old books which cannot be purchased are borrowed and copied in their entirety. The principal difference between a photostat machine and a regular camera is that, instead of film or glass plates, sensitized paper is used in the photostat.

Most of us amateur photographers are more or less uncertain of the outcome after we have pressed the button. We take our films to the finisher and, when the prints are delivered to us, look them over dubiously and make some sage remark about having to get a "stronger lens." Of course, there is no such thing as a "weak" lens or a "strong" lens, but the amateur apparently thinks there is, and upon the faults of his equipment he is prone to lay the blame for blank films, double exposures, pictures out of focus and negatives badly underexposed.

Sure Shots

We have a feeling, bordering on reverence, for the professional photographer who gets the picture every time. However, the professional has only one advantage over us. He is taking pictures all the time, and, out of his constant experience and study, is more apt to "bring home the bacon" than the occasional worker. But he has his troubles at that, and the pain growing worse, he called the doctor and found that in his fall he had broken two ribs, and for the next few weeks he went about in a cast. But the train was not delayed, and again, he "got the picture."

At one time, one of the men made a trip of several hundred miles to make some scenic views. At the end of the trip several people were secured to pose in the pictures, and the entire party started on horseback into the mountains, half a day's ride. About two hours out, the photographer's horse unexpectedly shied, tossing the rider and his camera to the ground. The only harm the rider suffered was to his dignity, but the ground glass in his camera was hopelessly shattered. Remounting his horse and starting on, his great worry was how he could possibly get any pictures without a glass to focus on. The trip was made at considerable expense, horses and models had been hired, and to return empty-handed was unthinkable. He was about to give up in despair when a halt was called for lunch. As he ate his lunch, his mind still on his problem, he observed that the sandwiches were wrapped in oiled paper, which gave him an inspiration. He smoothed out one of the papers, pinned it into the ground glass frame, and a trial showed him that he could see a faint image on it. For the rest of the day he worked with this improvised screen, and, when the pictures were developed a thousand miles from where they were taken, they showed that apparent disaster had been turned into success and that again he had "got the picture."

When President-elect Hoover was en route to Palo Alto for the notification ceremony, he was guarded on all sides by secret service operatives. On instructions, one of our photographers went to get a picture of Mr. Hoover on the Sunset Limited. A struggling mob surrounded the train, but he managed to get to the front of the crowd. It was night, but he held in his hand a flash lamp. The secret service men, seeing the stir as the photographer wormed through the crowd, and observing the flash lamp and camera, immediately suspected bombs or worse, and started into action,—the investigation to be made later. In the midst of the struggle, the flash lamp went off, scaring everybody half to death, including the photographer. Peace was finally restored, after credentials had been shown and explanations made. Another "shot" was made, and the result of the effort was the cover picture of the March 1929 *Bulletin*. Again, he had "got the picture."

The above are but one or two instances of what the men are sometimes up against on location. They could be recounted indefinitely. Such things as jammed shutters, broken tripod legs and like accidents which would send the average man home in rainstorm, or any other uncertain light condition, makes as much of a problem for him as it does for us. And the railroad photographers don't work only when the sun is shining.

If an order comes in for a picture, it has to be made at the time wanted, no matter what the weather. There are many events which must be photographed when they occur, or not at all, and the conditions under which they are made are of secondary consideration. Rain, snow, darkness, wind, dust; all must be overcome when the order goes out to "get the picture."

So, in the duplicating bureau, the words "Get the picture" have come to be a slogan. It is much easier to be able to show a picture than to think up excuses for failure to get it, and, as a great deal of their work is done under most adverse conditions, and at times hundreds of miles from home, the determination to get a good picture at any cost is so grimly imbedded in each man's mind that, at times, the endeavor to "deliver the goods" has brought about some unusual experiences.

Overcome Obstacles

Recently, one of the photographers was making pictures of ski jumpers in the Sierra Nevadas. There was about four feet of light snow on the ground, and, as he walked, he sank into the snow up to his waist. Heavy clouds covered the sky, and, to make matters worse, about the time the program began it began to snow again. But he had made an all-night trip just for those pictures and was not to be daunted, so, struggling through snow to his hips, he got to the scene, fought the adverse light conditions, and "got the picture."

On another occasion, one of the boys was sent to make pictures of one of the limited trains at a certain point. Minimum delay to the train was essential, it being desired not to hold it over a minute. Accordingly, he selected three locations beforehand and set the camera up at the first one, on a slight rise of five or six feet. The moment the train stopped, the first picture was made. Then the photographer started down the incline to the second location, when he lost his balance and, with the camera, went rolling down the slope. He jumped to his feet, intent on not delaying the train, got the other pictures, released the train, and then noted for the first time a pain in his side. The next day, an overcast sky, with heavy clouds, a hopeless despair, are simply regarded as annoying incidents to be overcome in whatever way the ingenuity of the operator suggests.

The personnel of the San Francisco photograph department is Loyal Himes, head photographer, Stanley Besozzi, Steve Edwards, Homer Fish, Andrew Patrician, Al Rommel, Charlie Thomas, Leo Poyry and Jessie Kurtz. At Los Angeles, Paul Talbot is the photographer, and Jack Herold the photostat operator.



Herman Willie, steel car repairer, Tucson shops, is an adept at splicing steel cables. No cable spliced by him has ever pulled apart at the splice.

Tucson Steel Car Repairer is Expert Cable Splicer

"Make a better mouse-trap and, no matter where you live, the world will wear a path to your door." So said some wiseacre who knew his mouse-traps.

Herman Willie, steel car repairer in the Tucson shops, may not be particularly interested in mouse-traps, but he does believe in doing whatever he does just a little better. He puts the best that is in him to every job he undertakes. And while the world in general has not yet called on him, he has acquired a reputation as one of the best steel cable splicers on the system. To make a good steel cable splice is a difficult job, but so well does Willie do this work, that in the twelve years he has been with the Company, no cable spliced by him has ever pulled apart at the splice. Since he has been doing this work at Tucson, the use of chains on the relief train has been discontinued entirely, cables being substituted. This change has resulted in increased safety, cables being much stronger than chains.

Willie came to Tucson in 1918, and has been with the Company ever since. Upon his arrival in this country he spoke no word of any language but his native tongue—German. He had no friends, and hardly any acquaintances. A discouraging situation for an ordinary man. But Willie is not an ordinary man. The situation only whetted his ambition. A knowledge of English was needed, and he set about to acquire it. And here is a little fact which ought to be a stimulant to the rest of us who think life is hard and progress difficult. With no teacher whatever, and only a mail order catalogue for a textbook, Willie mastered the English language!

If you can match that accomplishment, tell us, and we'll be glad to print a piece about it.

Page Ripley! Here's a "Believe It or Not" For Him

Here is something that couldn't happen in a small town, and wouldn't occur in a city once in a million times. It is a striking illustration of the fact that in a large city, one-half of the population doesn't know how, where or why the other half lives.

A short time ago a lady in Oakland called the baggage office and reported that she had a traveling bag which did not belong to her, and that her own bag was missing. Steps were immediately taken to locate the missing bag. In a short time another call came in from a second woman, reporting an exactly similar situation.

An investigation developed that both ladies arrived at Oakland on the same train, and had, in some unaccountable manner, exchanged bags when leaving the station, the mixup not being discovered until each had reached home.

The remarkable fact in connection with the incident is that both ladies lived on the same floor of the same apartment house, and in adjoining apartments. Neither had ever met the other. To effect the return of the bags to the owners, all that was necessary was for one of the ladies to walk across the hall to the other apartment.

English Nobility Appreciates Southern Pacific Service

Recently a pure-blooded registered stallion was shipped by an Arabian horse ranch in southern California to the Earl of Feversham in England. In a letter to the shipper, the Earl of Feversham stated, "The horse Shelif has arrived at my stable safe and sound. In fact, he looks as fit as he did in your stable. This, I think, is a very high recommendation in favor of the company that transported him across the continent and Atlantic."

In a letter to F. E. Scott, freight traffic manager, Los Angeles, the shipper said: "Inasmuch as this horse was shipped without any attendant, we are pleased to advise you of the efficiency of your entire service. We were further advised daily by your Mr. Barnum of Pomona as to the progress and conditions of the shipment. We thank you for your courtesies and assure you of our appreciation."

V. R. Plank Called by Death, Succeeded by Buchenery

The many friends and associates of V. R. Plank, stationery storekeeper West Oakland, were greatly shocked to hear of his sudden death on March 2, of a heart attack.

Mr. Plank entered Southern Pacific service in January, 1902, as clerk in the accounting department, San Francisco. In January, 1906, he transferred to the superintendent's office, Western Division, as clerk and timekeeper, to the Sacramento Division as chief timekeeper in November, 1908, and in June, 1909, to the San Joaquin Division. In February, 1911, he went to the Stockton Division as clerk in the division engineer's office, and was promoted to division storekeeper in August, 1911. In March, 1913, he went to the Western Division as division storekeeper, and was appointed stationery storekeeper on July 7, 1918.



V. R. Plank

Mr. Plank was an active participant in the work of Division VI, purchases and stores, American Railway Association, and during the years 1926 to 1929 served on the committee on reclamation and printing. He was instrumental in bringing about the erection of the stationery store at West Oakland, and, under his management, it became one of the most up-to-date and best equipped of its kind. He was well known and highly respected in the railroad world generally throughout the country.

Mr. Plank is survived by his widow and two children: Dorothy, 15, and Warren, 8.

H. P. Buchenery, on March 8, became stationery storekeeper at West Oakland, succeeding Mr. Plank. Mr. Buchenery entered Southern Pacific service in August, 1902, as helper, stores department, San Francisco, going to West Oakland district store in 1904, where he served as helper, shipping clerk and store foreman until 1912, when he went to Sparks as general foreman. In November, 1913, he went to Bayshore as general foreman, returning to Sparks in May, 1918, as assistant division storekeeper. In December, 1920, he was appointed division storekeeper, Stockton Division, and went to the Tucson Division as division storekeeper in November, 1923, where he remained until his present advancement.



H. P. Buchenery

A. J. Stocker succeeds Mr. Buchenery as division storekeeper at Tucson, after 18 years of service, having entered the service in April, 1912, at the Los Angeles district store, where he served as helper, section stockman, tracer clerk, requisition clerk, inventory supervisor, stores inspector and chief clerk.



Mrs. O. A. Shorb, wife of conductor Shorb, with inaugural gown worn by Mrs. Abraham Lincoln.

Conductor's Wife is Owner of Historic Gown

Among the treasures of Mrs. O. A. Shorb, wife of Passenger Conductor Shorb, is one which she cherishes above all the others, and which is almost priceless. It is the dress worn by Mrs. Abraham Lincoln at the inaugural ball when the immortal martyr was made president.

The dress has been in the family for three generations, having been purchased by Mrs. Shorb's grandmother at a sale of Mrs. Lincoln's effects, held in the old Palmer House, Chicago. The dress passed to Mrs. Shorb's mother, who in turn bequeathed it to her.

The material is silk and of a quality not seen these days. It is very heavy and stiff and will almost stand alone. The silk is embroidered with velvet, the work being most painstakingly and minutely done, and represents small bouquets of vari-colored flowers. After inspecting the dress, one can easily understand why our grandmothers' desire to own a silk dress was so strong, for, in comparison with our own times, the possession of a silk dress then was equivalent to the ownership of a costly fur coat today.

Mrs. Shorb also possesses a photograph of Mrs. Lincoln, taken in the inaugural gown.

Off Key

"Why did you stop singing in the choir?"

"Because one day I didn't sing and somebody asked if the organ had been fixed."—Ex.

Pacific Fruit Express to Build Five Hundred New Cars

Five hundred new freight refrigerator cars will be built by the Pacific Fruit Express Company at its Roseville and Los Angeles shops during the next few months. The construction will entail an expenditure of $1,575,000. It is expected that the new cars will all be in service before the peak of the perishable freight movement this fall.

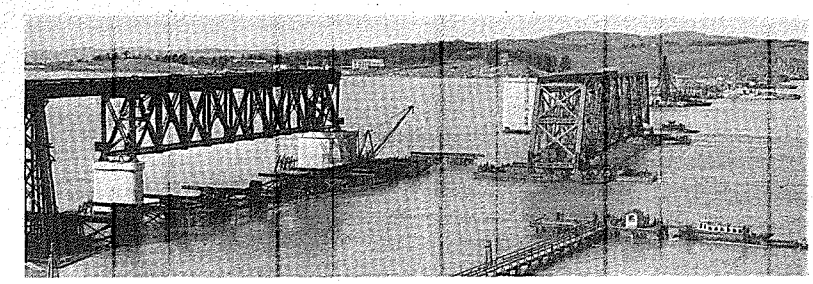
Cow Heels in Carload Lots

By M. A. Petty, *Telegrapher, Gila*

"Who ever heard of a solid carload shipment of cow heels?" asked the terminal trainmaster as he scanned the consist. "Must be some mistake," he opined. "Better get it repeated." Accordingly, the sleepy brass-pounder called the sending office and once more the slow-dragging b.p. down the line sent it over: "1 cow heels, 482."

The t.t.m. scratched his scanty reddish locks, and observed that he had never heard of such a commodity. In fact, he continued, he had switched cars around Kansas City, and had handled all sorts of P.H.P.; further, he had railroaded all over the West, and could not bring to memory any such idiotic shipment. In fact, he pointedly insinuated, he didn't believe that any such thing as "cow heels" had come over the wire. All of which didn't soothe the feelings of the now wide-awake b.p. Rising up in his chair, the op also vented his opinions on the case, beginning and prefacing his remarks by stating that he, too, had seen a few other railroads and yard offices besides that sunblistered-by-day, and flying-ant bitten-by-night place—but that he was of an open mind and trusting nature—that simply because he never had seen or heard of anything before, it was not for him to say that such could not be so. Warming up to the subject, he advised all and sundry that if he had the money and wanted them, he would bet good money that he could buy several carloads of cow heels.

Just about the time the t.t.m. was getting red under the collar and eyeing a brake-club, an old freight conductor who was also an ex-brass-pounder, broke in. He claimed that he had been fired off every job in the country as a telegrapher, and, in self-defense, had to go to twisting brakes, but his well-trained ear had not forsaken him, and he had been listening to the consist coming in over the wire—also that the op had put it down as it arrived, i.e., one cow heels. But, he suggested, there might be some mistake and it was possible that the shipment, instead of being cow heels, might be company wheels. And that is what it proved to be.



This picture showing construction work on the $12,000,000 Suisun Bay bridge was taken February 28 from the south end of bridge. The 1800-ton deck span on the right is being floated on two 1000-ton capacity steel air tight barges. It was placed in temporary position between two of the piers where it will be used as falsework during construction of the permanent 529-foot truss span. It will be used in the same capacity in construction of the remaining seven truss spans and will then be placed in permanent position as the final deck span of the bridge at north end.

Unique Feat Performed in Bridge Building

Tide Furnishes Power to Float Into Position 1800 Ton Steel Span Used as Falsework in Construction of Suisun Bay Bridge

An engineering feat without precedent in American bridge construction was successfully accomplished on February 28 when engineers erecting Southern Pacific's two-track bridge used the tide power of Suisun Bay waters to float into position an 1800-ton steel span.

To avoid the costly driving of thousands of wood piles used only temporarily, railroad engineers under the direction of C. R. Harding, assistant to the president of the Company, devised an erection program which required the floating of a 504-foot span on two steel barges. This span, to be used as falsework in the construction of eight permanent through truss spans, was constructed on wood piling and will ultimately be placed in permanent position in the bridge.

That the novel erection program is practical was proved when the span was moved by the power of the tide from its original position on the wood piling to two piers where the first permanent truss span will be erected. The job was done between 7 a. m. and 4:30 p. m. With the completion of this truss span, the falsework span will be moved to the succeeding piers until all eight spans are erected. It will then be placed in its permanent position at the north end of the structure.

The span was floated to its first position under the supervision of G. W. Rear and H. I. Benjamin, bridge engineers.

Aviators flying over the waters of Suisun Bay will be amply protected against the bridge, the towers of which have an elevation of 224 feet above mean low water. The railroad is securing approval from the aviation section of the United States Department of Commerce for a complete lighting system which will be installed to warn and guide aviators. The system includes a 24-inch 2,000,000 candle power red light which will flash every 30 seconds.

Progress on the construction of the $12,000,000 bridge, which will be 5603 feet long, is ahead of schedule; 627 feet of steel has been erected from the south end and crews are now at work on all deep water piers.

Nothing Like a Cigarette Butt For Burning Holes

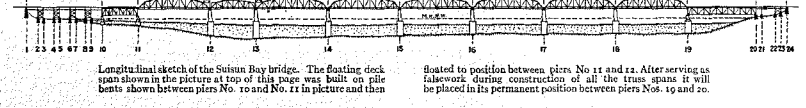
A cigarette butt carelessly thrown aside burned a hole in the first page of a valuable original document held in the custody of the contract attorney's office at San Francisco. Who the smoking culprit was is not known, but Miss S. O'Loghlen, chief clerk of the office, hopes that either he or she, as the case may be, will find a thought worth while in the following rhythmical message written by R. R. Schaner of that office:

"I'm just a tiny cigarette. When carelessly dropped, I burn, you bet. To smoke and burn that is my goal,—the longer I stay the larger the hole. It matters not where ere I fall—on table, rug, or in the hall. With just a wee bit of encouragement, I could consume the earth and the firmament. So when you've smoked, if smoke you must, use care and place me in the dust."

Southern Pacific Complimented On Care of Children

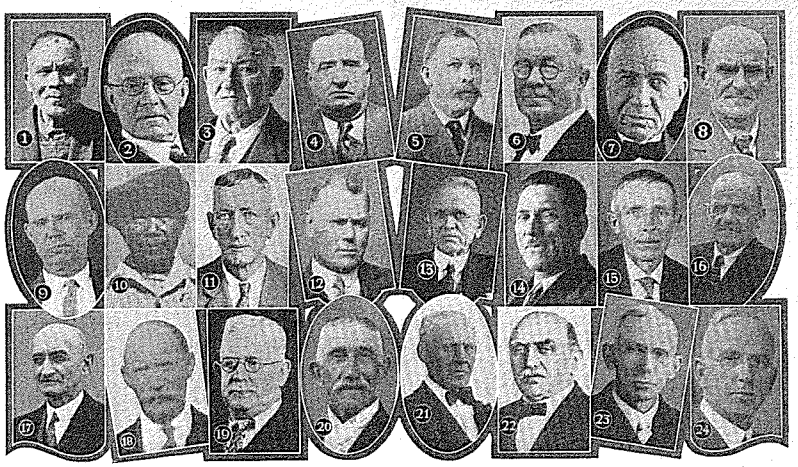
In connection with the recent movement of a party of boys and girls over our lines en route to a club convention, Southern Pacific service was given high praise in a letter from B. L. Smith, assistant county agent, Butte County, California, in which he said in part:

"I would like to express to you our sincere appreciation of the fine cooperation and many favors which the Southern Pacific Company extended us. We realize that this is a tremendous undertaking and it is indeed a comforting thought to know that the safest place for boys and girls when they are away from home is on board a Southern Pacific train."



Longitudinal sketch of the Suisun Bay bridge. The floating deck span shown in the picture at top of this page was built on pile bents shown between piers No. 10 and No. 11 in picture and then floated to position between piers No 11 and 12. After serving as falsework during construction of all the truss spans it will be placed in its permanent position between piers Nos. 19 and 20.

Chinese Machinist Helper Heads Pensioners



Veterans of Southern Pacific who were retired on pension at meeting of Pension Board February 24. Names are shown at bottom of this page. Photograph of Adam Schuh, together with story, appears on another page of this issue.

CHARLIE DAN, machinist helper, Sparks, Nevada, heads, in length of service, a list of veterans retired on pension at meeting of the Pension Board February 24. He entered the service in July, 1882, at Wadsworth, Nev., serving at that point and at Sparks as janitor, engine wiper, cellar packer, machinist helper, etc., until retired March 1, after 47 years 7 months' service, at the age of 64 years 8 months.

Frank R. Dickey, Shasta Division, entered the service during May, 1889, as brakeman on the Portland Division. In October, 1895, he was put on as conductor. In May, 1900, he transferred to the Shasta Division, continuing on that and the Sacramento Division until his retirement February 1, after 40 years 8 months' service, at the age of 67 years 9 months.

Robert M. Watson, locomotive engineer, Coast Division, entered the service during August, 1890, and was continuously employed from that time until his retirement April 1, after 39 years 7 months' service, at the age of 70. Story of Mr. Watson's service will appear in the May *Bulletin*.

Matthew J. Gleason, Southern Pacific Steamship Lines, New York, entered the service June 6, 1895, as longshoreman. In April, 1904, he was put on as switcher. In November, 1919, he was promoted to foreman, and continued in that capacity until retired March 1, after 34 years 8 months' service, at the age of 61 years two months.

John Joyce, M. of W. department, Western Division, was employed in June, 1896, as laborer and later put on as assistant foreman, in which position he served until retired on April 1, after 33 years 9 months' service, at the age of 70.

Americus V. Chadwick, section foreman, Los Angeles Division, first entered the service in January, 1888. He left the service in 1895 and returned in April, 1899, since which date he has been continuously employed, retiring April 1 after 30 years 11 months' service, at the age of 70.

James Balentine, locomotive engineer, Coast Division, was employed May 10, 1901, and continued in that capacity until his retirement on January 1, after 28 years 7 months' service, at the age of 69 years 4 months.

Earl F. Davis entered the service June 22, 1901, as brakeman, Portland Division. In November, 1907, he was transferred to the Tucson Division, and in July, 1908, transferred to the Los Angeles Division, where he continued until retired January 1, after 28 years 6 months' service, at the age of 57 years 4 months.

James M. Pettinger, locomotive engineer, New Mexico Division, entered the service of the E. P. & S. W., now part of Southern Pacific Lines, during January, 1902, and was continuously employed until his retirement on January 1, after 27 years 11 months' service, at the age of 61 years 10 months.

Gee Wo, laborer, Salt Lake Division, entered the service January 1, 1902, and was continuously employed from that time until his retirement September 1, 1929, with 27 years 8 months' service, at the age of 70.

Patrick J. Byrne, section foreman, was employed during September, 1902, in that capacity at Declez, since which date he has worked at various points on the Los Angeles Division, retiring March 1, 1930, after 27 years 5 months' service, at the age of 61 years 5 months.

Tilden Matchette, East Bay Electric Division, entered the service April 16, 1903, as brakeman, Coast Division. In April, 1908, he transferred to the Western Division and later to the Electric Division, continuing in the capacity of conductor until retired February 1, 1930, after 26 years 9 months' service, at the age of 49 years 7 months.

William F. Byers, Western Division, entered the service August 18, 1904, as switchman. In October, 1906, he was put on as towerman at Fruitvale, continuing at that point until retired April 1, after 25 years 7 months' service, at the age of 70.

Fred Ablett, watchman, M. of W. department, Los Angeles Division, entered service in February, 1905, and was continuously employed from that time until retired March 1, after 25 years' service, at the age of 53 years 3 months.

Christian Arn, Brooklyn shops, entered the service August 6, 1906, as carman. In February, 1909, he was put on as mill helper, where he continued until retired March 1, after 23 years 6 months' service, at the age of 67 year 1 month.

Joseph Consiglieri, M. of W. department, Coast Division, entered the service in February, 1907, as gateman, and was later put on as crossing watchman, in which capacity he served until retired on February 1, after 23 years' service.

William S. Castner, Ferry Building, San Francisco, entered the service in September, 1907, as truck driver at Oakland Pier. In October, 1927, he was put on as apron tender, in which capacity he continued until retired May 1, 1930, after 22 years 7 months' service, at the age of 70.

Fred Johnson entered the service in May, 1908, as trucker, freight department, at Reno. He was later put on as delivery clerk and in 1921 employed as gateman, in which capacity he continued until retired March 1, after 21 years 9 months' service, at the age of 70.

William E. Wheeler, yardmaster, New Mexico Division, was employed in May, 1908, on that division, where he continued until retired on January 1, after 21 years 7 months' service, at the age of 63 years 10 months.

Lawrence J. Deely, freight handler, Coast Division, entered the service in September, 1908, and was continuously employed until his retirement on March 1, after 21 years 5 months' service, at the age of 64 years 6 months.

Philip Marcoux, car builder, Los Angeles shops, entered the service October 1, 1908, at Los Angeles, where he continued until retired on March 1, after 21 years 5 months' service, at the age of 65 years 10 months.

Herman Heinze, Southern Pacific Steamship Lines, New York, was employed November 12, 1908, as chief steward, S. S. Proteus, and served in that capacity on various steamers to March 1, 1918, when he was put on as port steward in the commissary department. In 1920 he was appointed commissary, in which capacity he was serving when retired on April 1, after 21 years 4 months' service, at the age of 70.

Arthur J. Lawless, machine foreman, El Paso shops, entered the service on December 21, 1907, as machinist at El Paso. In July, 1922, he was put on as foreman, in which capacity he continued until retired on April 1, after 20 years 1 month's service, at the age of 70.

Eugene P. Rideout, assistant deed and abstract recorder, engineering department, general office, entered the service in 1891 as draftsman on location from Fresno north. The following year he was made pilot on the river steamers between San Francisco and Marysville. From 1895 to 1906 he served as pilot and captain between San Francisco and Stockton. In 1906 he left the employ of the Company, but returned to service in 1910 as draftsman in the engineering department. During the years 1917 to 1919 he served as captain, U. S. Army quartermaster corps, on S. S. Henry R. Mallard carrying troops New York to France. At the conclusion of the war, he returned to service in the engineering department, remaining there until his retirement April 1, after 20 years 1 month's continuous service, at the age of 70.

Recent Additions to S. P. Honor Roll of Pensioners

	Name	Occupation	Location	Service, Yrs.,	Mos.
1	Charlie Dan	Machinist Helper	Sparks	47	7
2	Frank R. Dickey	Conductor	Ashland	40	8
3	Robert M. Watson	Locomotive Engineer	San Francisco	39	7
4	Matthew J. Gleason	Foreman	Jersey City	34	8
5	John Joyce	Assistant Foreman	Oakland	33	9
6	Americus V. Chadwick	Section Foreman	Chino	30	11
7	James Balentine	Locomotive Engineer	Santa Cruz	28	7
8	Earl F. Davis	Brakeman	Glendale	28	6
9	James M. Pettinger	Locomotive Engineer	El Paso	27	11
10	Gee Wo	Laborer	Salt Lake Div.	27	8
	Adam Schuh	Conductor	Tucson	27	6
11	Patrick J. Byrne	Section Foreman	Los Angeles	27	5
12	Tilden Matchette	Conductor	Berkeley	26	9
13	William F. Byers	Towerman	Oakland	25	7
14	Fred Ablett	Watchman	Carpinteria	25	
15	Christian Arn	Mill Helper	Portland	23	6
16	Joseph Consiglieri	Crossing Watchman	San Francisco	23	
17	William S. Castner	Apron Tender	Oakland	22	7
18	Fred Johnson	Gateman	Reno	21	9
19	William E. Wheeler	Yardmaster	Newkirk	21	7
20	Lawrence J. Deely	Freight Handler	San Francisco	21	5
21	Philip Marcoux	Car Builder	Colton	21	5
22	Herman Heinze	Commissary	New York	21	4
23	Arthur J. Lawless	Machine Foreman	El Paso	20	1
24	Eugene P. Rideout	Asst. Deed and Abstract Recorder	Oakland	20	1

D. W. Horsburgh, Retired Auditor of Freight Accounts, Dies

David W. Horsburgh, former auditor of freight accounts, who retired on pension in 1912, passed away at his home in San Francisco on March 7, at the age of 84.

Mr. Horsburgh entered the service of the Central Pacific on June 1, 1870, in charge of car accounts, the general office then being located in Sacramento. On January 1, 1882, he was made chief clerk in the same office, and served in that capacity until July 1, 1886, when he became auditor of freight accounts, where he continued until his retirement on January 1, 1912.

Mr. Horsburgh was living alone at the time of his death, his wife having died some years ago. His brother, James, Jr., retired general passenger agent of the Company, passed away in July, 1929.

One of the last of the old guard, Mr. Horsburgh was one of the few men left who had known personally Leland Stanford, C. P. Huntington and the other members of the big four which built the Central Pacific. Friendly and affable, he will be missed around the general office, where he was a regular visitor during the entire eighteen years following his retirement. His last call was made just a few days prior to his death.

Yardman Thanks Hospital and Claims Department

Otto Boehm writes to the *Bulletin* from Los Angeles wishing to express his appreciation for the attention and consideration he received from the Hospital and Claims departments. For two years and one month he was a patient in the Company hospital at San Francisco, recovering from injuries he received as a yardman at Los Angeles in September, 1927. Several operations were necessary and it took months for him to regain strength sufficient so that he could return to service on light work. He writes:

"As I look back over my lingering stay in the hospital, thoughts pass through my mind functioning with timidity and kindness. Timidity because my life was in danger; kindness in realization of the excellent treatment and attention I received from all who were concerned in my illness. When released from the hospital, there was the friendly sanctuary of Mr. Newman and Mr. Lloyd in the Claims Department. I was given every consideration and aid. My settlement with those gentlemen even exceeded my expectations, resulting in delight to myself and family."

At Home and At Play



Jack Foley, timekeeper, superintendent's office, Stockton, with two of the blooded pigeons raised by him. The one on the right is a German frill and the one on the left a silver pygmy pouter.

Timekeeper-Pigeon Fancier

ABOUT six years ago, Jack Foley, timekeeper in the superintendent's office at Stockton, got the notion that he would like to have a pigeon or two about the place; a lot of the boys he knew were raising them, and he thought he would like to try it, too. So he bought a pair, and, from that unpretentious beginning, his aviary has grown until today it houses over four hundred birds. What was at first a mild interest on his part has developed into a keen hobby.

The pigeons raised by Foley are not the ordinary kind, whose squabs are regarded as a delicacy to grace the tables of epicures. On the other hand, not one of the birds raised by him has ever been killed for consumption, for each bird is of blooded stock and has its pedigree. These are show birds and far too valuable to serve as food.

Foley has exhibited his pigeons at every show in California where birds are shown. They have been displayed at the southern Utah state fair, in Illinois and twice at shows in New York City, as well as at many other points. During the years he has been entering them at shows he has never come home without a prize; in the large majority of cases taking first money. It is no exaggeration to say that Foley has no idea how many ribbons his birds have taken. The walls of his room at home are bordered with ribbons and he has drawers filled with them. They number into the hundreds.

Many varieties of show pigeons are raised by Foley, among the most interesting of which are self tumblers, muff tumblers, saddle muff tumblers, bald headed tumblers, Moorhead tumblers, racing homers and pygmy pouters. To the person who has never seen anything but the ordinary pigeon, a sight of Foley's birds is a revelation. Every one of them is a beauty. All of them have the most exquisite coloring, and many of them have feathers so beautifully curled by nature it is difficult to believe that the curling was not done by artificial means.

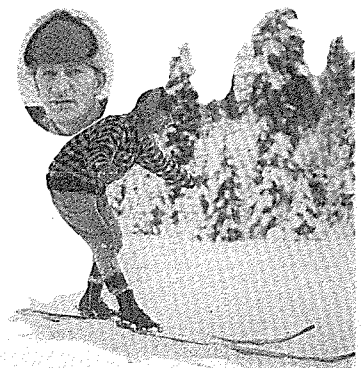
Foley has gone deep into the subject of pigeon breeding and is an interested and active member of the Stockton Pigeon Club, the National Pigeon Association, the American Tumblers Club and the International Show Tumblers and Breeders Association. He subscribes to and reads studiously all of the publications devoted to pigeon breeding, of which there are many.

Brakeman-Ski Jumper

WHAT Christmas means to a small boy, or a pardon means to a prisoner, a snowstorm in the Sierra Nevada mountains means to Johnnie Rablin, brakeman at Truckee on the Sacramento Division. Winter sports appeal to him as does nothing else in the world and his particular fondness is for ski jumping, in which he ranks high. He has been interested in winter sports for years and was one of the original ski jumpers of the Truckee Ski Club, of which club he is president at the present time.

The professional ski jumper likes to have the stage properly set for him when he performs, with a suitable trajectory and a proper landing field, and even under the most favorable conditions it requires no little nerve to project one's self through space at considerable altitude and a speed averaging in the neighborhood of a hundred miles an hour. But Rablin is hampered by no such limitations and will hurl himself over a cliff into the soft snow below with the same assurance and fearlessness as he would make a jump under the most ideal conditions.

He has the reputation of being one of the most daring jumpers in the West and his services have been much in demand by the movie people when making pictures of the far North, where jumps of unusual skill and daring are demanded. His record jump of 182 feet on a hill unprepared for the stunt still stands today as one of the greatest feats in western snow sports. This jump was made four years ago when he doubled for the leading man in the making of a picture by the Fox Film Company. On this occasion Rablin jumped off a slanting cliff, caught the "heroine" in mid-air, and alighted 182 feet below, without injury to himself, the "heroine," or to the crowd watching the stunt. Four cameras, located at different points, recorded the exploit. The "heroine" in the jump was a dummy, which is not as ungallant a remark as one might imagine, for that is literally what she was: an effigy of the leading lady, made to resemble her as closely as possible, and garbed in her clothes.



Johnnie Rablin, brakeman, Sacramento division, is one of the outstanding ski jumpers on the Pacific Coast. His daring feats have caused him to be in demand by moving picture companies. The above photographs were taken when he was in training at Lake Tahoe getting ready for the ski tournament held at the lake late in February.

In all the world of sports, there is probably no greater thrill, both for the participant and the spectators, than a ski jump, and when Johnnie Rablin appears on the scene bearing his skis there is always a murmur of expectation, for the crowd knows that it is going to see an exhibition that, for daring and skill, will give them something to gasp over at the time and to talk about for days afterward.

Who Got The Cow?

A new version of The Lady or The Tiger story has come to light on the New Mexico Division. In 1927 a cow belonging to a rancher was struck by a train and seriously injured. The section foreman notified the owner, who placed the animal in his barn and kept her there for several days. She would neither eat nor drink, so he finally turned her out to die. Two months later, not having seen the cow, he made a claim for the value of the animal, which, after due investigation, was paid. Two years later the claim agent received a letter from the rancher advising that the cow had shown up on the range and concluded his letter by saying: "I am willing to refund the money and keep the cow—or your Company keep the cow in lieu of the money."

Here the story ends. The *Bulletin* has no advice as to how the offer was received, and it is assumed that the claim agent is still trying to make up his mind whether to accept return of the claim money or to take over the cow and start the Company in the livestock business.

Seven Millions Being Spent for New Equipment

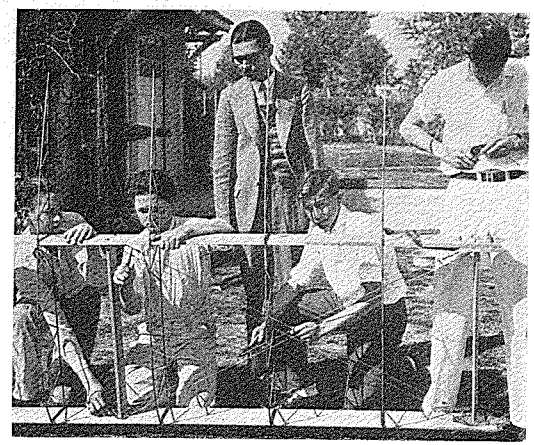
Immediate expenditure of $7,000,000 has been authorized for the construction of various types of train and maintenance equipment to be delivered this year for use on the Pacific Lines. The orders include 35 locomotives and tenders, five all-steel dining cars, ten steel baggage cars, 100 drop-end gondola cars, 300 automobile cars, 50 cabooses, 20 tenders and four units of motorized work cranes, shovels and ditchers. Some of the equipment will be erected in the Company's shops. Additional equipment expenditures for the current year are contemplated.

One Without a Second

"Bob told me I was the eighth wonder of the world."

"What did you say?"

"I told him not to let me catch him with any of the other seven."—The Pathfinder.



Twenty-two boys of the Tucson high school have organized a glider club, have purchased a glider and are now busy assembling it. The picture shows some of the boys at work under the supervision of R. C. Denny (center), head file clerk, superintendent's office, Tucson, who has been engaged as instructor.

Tucson Employe Directs Boy Aviators

IT has long been the popular belief that aviation is a young man's game. However, it has been demonstrated at Tucson, Arizona, that young men alone are not the only active participants, and that their kid brothers are also keenly interested in flying. Last year a group of twenty-two high school boys of that city, between sixteen and seventeen years of age, organized a model club, the members making models of various popularly known planes. This year, their interest increasing, the boys have formed an organization known as the Tucson Gliders' Club. The young enthusiasts have gathered together four hundred dollars, with which a "really truly" glider has been purchased, and they are now spending all their spare time in getting the machine assembled.

The boys are going seriously into a study of mastery of the air, and have leased from the government ground for a field 42 miles east of Tucson near Sonoita, at which point they will conduct their experiments and continue their aerial education when the glider is ready for use. A hangar 25 by 50 feet is being built on the site, one end of the building being designed for use as a club house.

R. C. Denny, head file clerk, superintendent's office, an aviation enthusiast and a member of the Flying Wildcats, an organization of Arizona aviators, has been selected by the boys as instructor and advisor, and to him falls the heavy duty of instructing the embryo flyers, at the same time keeping their youthful enthusiasm in check to a point where safe and sane operation of the glider is possible.

Denny is also a member of the Tucson Chamber of Commerce aviation committee.

Among My Souvenirs

BY HOWARD E. BAILEY
Superintendent's Office, Portland

THERE'S nothing left for me
Of the car that used to be,
I sit in misery
Among my souvenirs.

Some tires and spokes—a few,
A nut and bolt or two
I see a fender too,
Among my souvenirs.

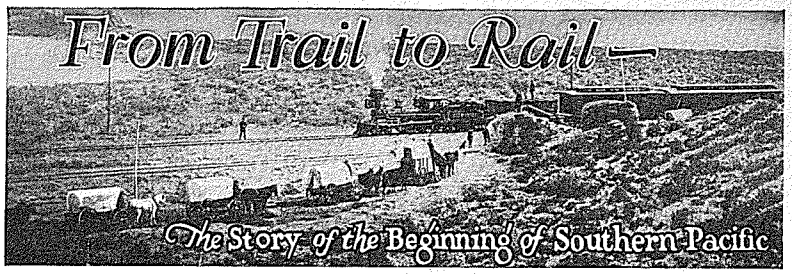
A piece of wind shield there,
Some cushions shedding hair,
And in my pants a tear,
To bring me desolation.

Resolved that never again
I'll try to beat the train
Ouch! another pain,
Among my souvenirs.

Yes, But

Host (grandly)—"Yes, there's no doubt that the radio has come to stay—What is it, Hortense?"

Hortense—"It's a collector, sir. He says if you don't pay up the installments he'll have to take your radio set back."—Ex.



CHAPTER XLIV

Narrow Gauge Railroads and Other Oregon Lines Purchased or Built by Southern Pacific

OF the 1391 miles of railroad in Oregon owned by Southern Pacific at the beginning of 1930, only about 450 miles were included in the properties acquired from the Oregon & California company in 1887. The remaining mileage, not including that abandoned in past years, was added through construction by Southern Pacific or through acquisition of lines built by other companies. Most of this latter mileage has been used as branch lines; some of it was converted into electric service years ago; and more recently portions of it have been supplanted in passenger service by the Company's motor coaches.

While most of these orginally independent lines were short and were promoted to serve particular sections, there is much interesting history connected with their early operations. Two of the companies ambitiously sought to become western links in transcontinental railroad systems. One of these was the Willamette Valley & Coast Railroad Company, incorporated in 1874 and later known as the Corvallis & Eastern, with a line from Yaquina Bay eastward across the state to a terminus at the foot of the Cascade mountains.

The project had its origin in the desire of farmers in the middle section of the Willamette Valley for a short outlet to the coast. This plan was expanded under the direction of Col. T. Egenton Hogg, who proposed to make Yaquina Bay the greatest seaport of the Pacific Northwest and the terminus of a railroad connecting with some one of the western transcontinental lines. During the years 1878-89 he built 141 miles of railroad from Yaquina across the valley by way of Corvallis and Albany to Idanha. Also he operated steamships to San Francisco and steamboats on the Willamette River. The entire project was poorly conceived and proved a heavy loss to the bondholders.

The other railroad company with transcontinental aspirations was the Oregonian Railway, a narrow gauge system. Because of its length of mileage, strategic location, and financial backing, this company played an important role during the early eighties in the railroad affairs of the Willamette Valley. Financed by capitalists of Dundee, Scotland, and managed by William Reid, the company acquired existing narrow gauge properties and built new lines, until by the summer of 1882 it owned 153 miles of railroad extending on the west side of the Willamette River from a point near Dundee to Sheridan, Dallas and Airlie, and on the east side from Ray's Landing to Woodburn, Silverton, Brownsville and Coburg. A system embracing one thousand miles of road was contemplated, with seaport connections at Portland, Astoria and Yaquina, and rail connection with the Central Pacific in Nevada.

Narrow Gauge Blocked

Such an ambitious program as that of the narrow gauge company's conflicted with the plans of Henry Villard, who had risen to a commanding position in directing Oregon's major railroad projects. His strategy was shown by negotiating a lease in 1881 whereby the narrow gauge lines were taken over for operation by the Oregon Railway & Navigation Company, one of his own properties. Plans were abandoned for the building of extensions to Portland, Astoria and Yaquina, and for the erecting of a bridge across the Willamette to connect the east and west side lines. The whole enterprise was throttled. While the narrow gauge properties reverted to the owners in 1884, they were unable to restore the company to the position of importance it once held.

Among the other Oregon properties acquired in later years by the Southern Pacific was the Coos Bay, Roseburg and Eastern Railroad and Navigation Company, which had been organized in 1890 to build a road south from Marshfield into a coal deposit area. It was later the intention of the J. D. Spreckels interests to extend the line to Roseburg and thence across the state to a connection with the Union Pacific at Ontario. Twenty-eight miles of the road to Myrtle Point was all the company ever built. The Coos Bay region was later connected with the Willamette Valley by the present Southern Pacific line from Eugene.

There was also the Salem, Falls City and Western Railway Company owning a line from Dallas to Falls City and Black Rock, built by Louis Gerlinger in 1903 to serve his timber interests; the Sheridan and Willamina Railroad Company, with a road built between those two towns by the Pacific Faced Brick Company; the Corvallis and Alsea River Railway Company, with a line from Corvallis to Glenbrook, Monroe and Dawson, which was originally projected to the coast; and the Pacific Railway and Navigation Company, which built under the presidency of E. E. Lytle the present line of the Southern Pacific between Hillsboro and Tillamook.

So much for a brief resume of these various organizations. Most of them were short lived and the lines they built have, in some instances, practically disappeared from Oregon's railroad map. Yet each deserves something more than passing mention in any detailed story of the state's railroad history.

The inital unit of the narrow gauge railroad system was the line built during 1878 from Dayton to Sheridan by a group of farmers and residents of Yamhill and Polk counties. But events leading up to the organizing of the first narrow gauge company date further back fifteen years.

When Joseph Gaston solicited funds in 1863 to pay the expense of a preliminary survey for a railroad from Oregon's southern boundary north to Portland, settlers on the west side of the Willamette Valley responded generously. The graveled and paved highways so common today were hardly dreamed of sixty-seven years ago. The few wagon roads to the navigable Willamette River were so muddy during most of the winter that travel over them was most difficult. The farmers were anxious for better means of transporting their crops,

and in the proposed railroad they saw their salvation. When the first Oregon Central company was organized, they came forward with additional support and their county governments pledged financial aid.

Farmers Disappointed

As has been told in a previous chapter of this story, the Oregon Central (West Side) company lived a checkered career. First it was defeated by the "East Side" company in the fights for land grant privileges, making it impossible for Gaston to obtain sufficient support for the enterprise. Then the company was acquired by the rival promoter, Ben Holladay, who completed a section of the line. Finally Holladay suffered a financial collapse and work on the railroad came to a halt at St. Joseph.

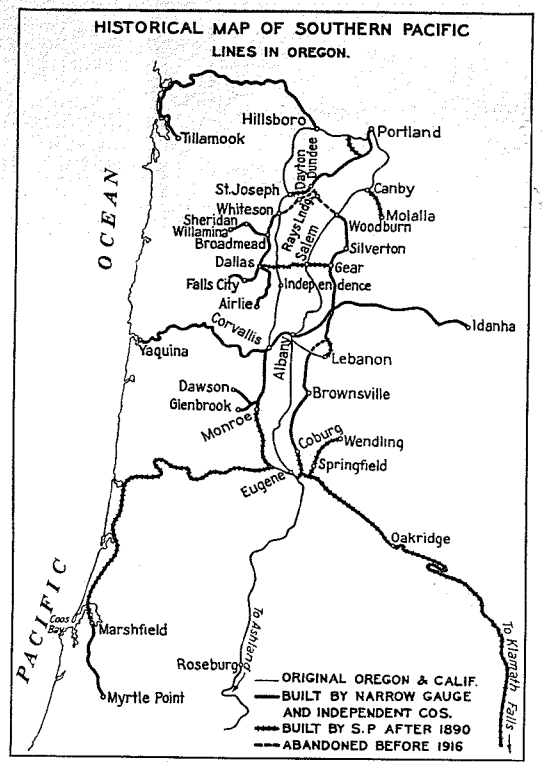
The forty-six mile line out of Portland was little better to the majority of farmers on the west side of the valley than no railroad at all. This fact was realized by Henry Villard, who succeeded Holladay and who represented the German bondholders controlling the railroad properties. He urged an extension of the road through McMinnville and Corvallis to a junction with the Oregon & California line at either Eugene or Junction City. When the bondholders hesitated to act, the local people took the matter of building a railroad into their own hands.

A public meeting was held at Amity on October 20, 1877, at which time a committee was appointed to investigate the practicability of building a narrow gauge line from Dayton to Sheridan. The committee reported at a second meeting on November 17, when pledges to the amount of $24,000 were made. On that date the Dayton, Sheridan and Grande Ronde Railroad Company was incorporated with capital stock of $200,000. Directors of the company were B. B. Branson, president, Ellis G. Hughes, who became president a few months later, Sylvester Farrell, W. S. Powell and F. E. Beach.

Gaston Again Active

The organizing of this company brought Joseph Gaston back into railroad affairs. Since retirement from the Oregon Central, he had engaged in farming. He attended both the meetings at Amity, subscribed for one-half the capital stock of the company, and undertook to canvass for additional subscriptions. A construction company which he organized started the work of grading at Dayton in May, 1878. The line to Sheridan, 22 miles, was opened for traffic on October 24, of that year. Prior to that time, freight and passenger service was in operation from Portland via river boats to Dayton and thence by train to points on the railroad.

The road was poorly constructed and not ballasted. Equipment consisted of two locomotives not heavier



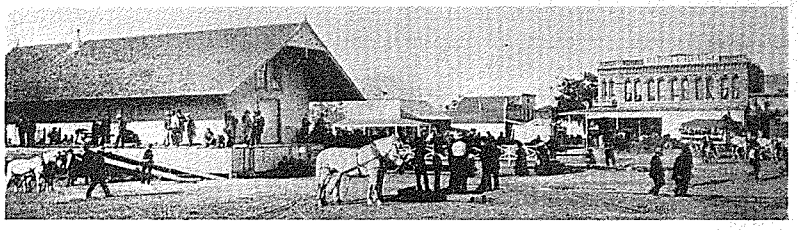
than ten tons each, and a number of flat cars from which passenger coaches were improvised. The rails weighed twenty-eight pounds to the yard, and trains could not be operated faster than twelve or fifteen miles an hour.

About this time the people of Independence launched a campaign to have the county seat of Polk County moved from Dallas to their town. Dallas succeeded in holding its own against the rival community by the prestige gained in arranging for an extension of the narrow gauge railroad from Broadmead (Sheridan Junction) to Dallas. Construction on the road had progressed to a point just south of Smithfield by January, 1879, when the Pacific Rolling Mill Company instituted a suit against the railroad covering mortgages on about $90,000 worth of rails.

It was then that William Reid and his group of Scotch capitalists stepped into affairs of the narrow gauge company. An arrangement was made satisfying the rolling mill company, and, on June 2, 1879, the thirty-mile railroad was conveyed to the Willamette Valley Railroad Company. The road continued to be operated by a receiver until April 2, 1880, when it passed into the hands of the Oregon Railway Company, Ltd., a second company organized by Reid. The line was opened for traffic to Dallas on June 1, 1880.

"Break Ground" at Silverton

An elaborate ceremony was held at Silverton on April 19, 1880, when the wife of Governor W. W. Thayer "broke ground" for the building of the narrow gauge line on the east side of the Willamette Valley, which was to extend from Ray's Landing to Coburg, a distance of ninety miles. To handle this undertaking, Reid in-



Medford, Ore., Main and Front streets during the eighties, showing the first Southern Pacific station and the Riddle House, which latter building was remodeled and is now the Nash Hotel. The railroad was opened for traffic through Medford on February 25, 1884. The picture was sent to the Bulletin by courtesy of the California Oregon Power Co. and is from the Emil Britt collection.

corporated the Oregonian Railway Company, Ltd., on May 4, 1880. It was in the name of this company that the major activities of the narrow gauge lines were carried on.

Construction went ahead rapidly during 1880-81. Seventy miles of track was completed between Ray's Landing and Brownsville by December, 1880. But before the line was opened for traffic the section between Scio and Brownsville was badly damaged by floods, which wrecked the bridge over the south fork of the Santiam River, and washed away much of the roadbed. During the next six months the road was reconstructed, a portion being built on a new location. The road was opened for traffic from Ray's Landing through Woodburn, Silverton and Geer to West Scio on January 10, 1881; to Brownsville on July 5, 1881; and to Coburg on July 12, 1882. Short branch lines to Waldo Hills and Scio, completed in 1881, were later abandoned.

O. R. & N. Takes Narrow Gauge

On the west side of the valley, Reid extended the line south from Dallas and began operating trains through Monmouth to Airlie on September 17, 1881. The line between Dayton and Whiteson was changed so as to cross the Yamhill River near Lafayette and thence to Dundee and Fulquartz, to which point on the Willamette River it was opened for traffic on September 16, 1881. It was the intention that the east and west side narrow gauge lines would be connected by a bridge across the Willamette between Fulquartz and Ray's Landing. Work on the bridge was started in November, 1880. Construction had also begun during the previous March on an extension of the line from Dundee to Portland. Both of these projects were halted when Villard leased the narrow gauge lines for the Oregon, Railway & Navagation Company in August, 1881. The road into Portland was completed seven years later.

Reid strenuously opposed the action of his Scotch associates in granting a lease to Villard. He was at the time carrying on negotiations with Collis P. Huntington in an endeavor to enlist aid for extending the narrow gauge lines to a connection with the Central Pacific in Nevada, and was unaware of Villard's maneuvering. The proposition he obtained from Huntington, however, was less attractive to the directors of the narrow gauge than the one offered by Villard and they turned a deaf ear to his predictions of certain calamity.

Lease Cancelled

The agreement was for a period of ninety-six years, but when Villard failed and the affairs of the Oregon Railway & Navigation Company passed out of his hands, the narrow gauge lease was repudiated as null and void on April 14, 1885, and the properties reverted to the Oregonian Railway Company. The news caused a near panic in Dundee and the company's bonds dropped from $120 to $40. The Scotch owners sought recourse in the courts. Judgment for certain rentals was obtained, but the Supreme Court ruled that neither company could legally offer or accept the lease they had executed. During the litigation Chas. N. Scott was appointed receiver of the properties, a position he held from March 30, 1885 to May 21, 1890.

During the three years the narrow gauge lines were under Villard's management, train service was discontinued over certain sections. The system was broken up into five separate and unconnected units, which were operated as feeders of the main Oregon & California line. As a consequence the properties were not maintained to a very high standard and in some cases the damages caused by floods went unrepaired. At the order of the court, Scott borrowed money and set himself to the task of rehabilitating the lines.

Reid turned his attention to building the line from Dundee to Portland. During the summer of 1884 he went to Scotland and tried to interest his principals in the proposed extension. Failing in that direction he returned to Portland and, with the backing of several prominent Oregonians, incorporated the Portland and Willamette Valley Railroad Company on January 19, 1885. Construction was not started until a year later and on January 1, 1887, the road was opened for traffic from Dundee to Elk Rock, near Oswego.

The "public levee" at Jefferson Street in Porland was to be the terminal of the railroad. Its use for that purpose was authorized by an act of the legislature. Protests were offered and the issue was carried into the courts where a ruling was made favoring Reid's company and upholding the previous action of the legislature. These proceedings, together with the difficulties of obtaining rights-of-way from fifty-eight property owners, delayed the building of the road into Portland. The line was first operated to the foot of Lincoln street on December 20, 1887, and to the Jefferson street station on July 24, 1888.

S. P. Gets Control

It seems that Huntington advanced most of the money with which Reid built the line into Portland and in May, 1887, it was announced that he had obtained a controlling interest in the company. A foreclosure suit was instituted by the Pacific Improvement Company in 1892 resulting in Richard Koehler being appointed receiver. Under the name of the Portland and Yamhill Railroad Company, the property was acquired for Southern Pacific on August 5, 1892. The remaining narrow gauge properties had been purchased by Southern Pacific in April, 1890, and shortly afterwards work was started in converting the lines to standard gauge.

Following the broadgauging of the former Oregonian Railway between Woodburn and Coburg during the latter part of 1890, that portion of the narrow gauge line between Ray's Landing and the Oregon & California main line at Woodburn was abandoned. On the west side of the Willamette river the narrow gauge line was abandoned from Fulquartz Landing to Dundee and from Dayton Junction to Dayton. When a connection was made between Lafayette and St. Joseph in 1906 the line through Dayton Junction to Whiteson was abandoned and the original arm of the narrow gauge on the west side became a unified part of the Oregon & California line between St. Joseph and Corvallis.

Previous to that time all the narrow gauge properties on both sides of the river had been converted to standard gauge. In one day, Sunday July 30, 1893, the sixty miles of track from Dundee to Sheridan and Airline was changed to standard by shoving over one of the narrow gauge rails. Forces had been marshalled at various points along the line. The broad gauge construction train started at Dundee and followed along closely behind the workers as the roadway was widened.

Between Portland and Dundee the broadgauging was accomplished, at first, by the laying of a third rail. Both standard and narrow gauge locomotives and cars were operated in the same train by means of an offset link as a coupling. It was an interesting sight to see the small ten-ton narrow gauge freight cars moving along in the same train with the larger standard equipment. This third rail was taken up in 1895 and much of the narrow gauge equipment was sold to the Nevada-California-Oregon railroad.

Taxi Service Offered as Part of Railroad Ticket

A combination rail and taxi service with "house-to-house" delivery is Southern Pacific's newest innovation for the convenience of travelers. Under this plan, passengers may buy tickets calling for taxi service to and from the railroad station in San Francisco, Los Angeles, Oakland, Berkeley and Alameda. In these cities, passengers will be handled in taxis at a flat rate considerably lower than the meter rate, providing their railroad tickets call for the added service. If the plan is successful, it will be placed in effect in other cities.

Sperry Flour Co. Praises Work of Vallejo Switching Crew

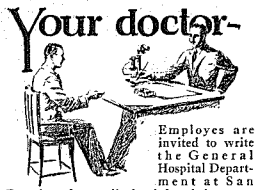
In a recent issue of the house magazine published by the Sperry Flour Co. there appeared the following commendatory item:

"No small amount of credit for the expediting of our daily warehousing and loading program must be given the efficiency and the friendly cooperation of the present Southern Pacific switch engine crew, without which our daily tonnage record would be greatly reduced. This crew consists of five men: J. R. Tullis, engine foreman; S. P. Wilson, engineer; Ed Jackson, fireman; P. H. Wilson and A. H. Hoogbruin, brakemen."

Ringing Sarcasm

Bellhop (after guest had rung for ten minutes)—"Did you ring, sir?"

Guest — "No, I was tolling; I thought you were dead."—Ex.



Employes are invited to write the General Hospital Department at San Francisco for medical advice, being sure to state their occupation. Some of the questions will be answered impersonally in this column, and in all cases letters will be written personally to the employe.

Question:

I WILL appreciate any advice that you can give me in regard to my wife, who is the subject of insomnia.

After trying many ways of overcoming this trouble, including the local doctors, without success, I thought it a good idea to write you, hoping that, in case you do not handle cases of this kind, you could recommend a physician whom we can consult. My wife is 35 years of age, weight about 140 pounds, the mother of one child, 5 years old.

Answer:

Sleep is a habit, and the overcoming of insomnia requires encouraging your wife to break off a bad habit and establish a good one. What is known as a neutral bath, 98.6 degrees, may be taken for a half hour before going to bed, and this will produce a relaxation, which is very frequently all that is necessary to make a person sleep. She might practice this in the day time for four or five days during the quiet of the day, and, after getting out of the tub and drying herself, lie down in a darkened room. She will learn to let go in this way and will be better able to sleep at night.

If she is a very nervous woman, the taking of ¾ of a grain of luminol at night and morning for three days, and then omit the morning dose for the next four days, will help her to relax.

The temperature of the bath is determined by a wood-encased glass thermometer, which you can buy for fifty cents.

Question:

IT is necessary for me to take mineral oil regularly. Please advise if I am entitled to mineral oil from the Hospital Department and how to obtain it.

Answer:

The cases in which it is really necessary or advisable that patients continue the use of mineral oil indefinitely are rather infrequent. It is not infrequently advisable for a short time, but not indefinitely. Of course, I know nothing whatever of your condition, for which you state it is necessary to continue the use of mineral oil regularly, nor by whom its use was advised. If you care to give me information along these lines I will be very glad to have your case looked into, but we do not supply mineral oil unless prescribed by a physician, and for a given period only.

Question:

IN response to your offer of medical advice, I wish to write regarding my mother.

Mother is fifty-nine years old and is troubled with swelling of all the joints on both her hands. This trouble started about seven years ago and now she is unable to completely close her hands and gives her considerable pain. I will appreciate any suggestions you may offer to relieve her of this swelling of joints in the hands.

Answer:

A condition of swelling of the joints is usually attributed to some focus of infection, although in many instances in most elderly people it is due to changes which have taken place in the joints and which at times are aggravated by superimposed infection.

With this in mind, I would suggest that you have your mother gone over by your family physician in order that you may determine if there is any foci of infection, such as her teeth, and, if such is found, have the condition corrected. Your doctor will probably have suggestions to make as to medication along with other treatment.

Question:

WILL you kindly explain in full the difference between goiters and overactive thyroid glands, the cause of each, and how treated? Why are the overactive thyroid glands mostly found in young girls? If a person is suffering from either, how does it affect one? Also, is there a cure for either, and should a person be on a diet when suffering from either?

Answer:

A full discussion of goiters and thyroid glands would require between ten and fifteen thousand typewritten pages. Briefly answering your questions, goiter is a thyroid gland which is either overactive, not active enough or diseased. In many cases the cause is unknown and the treatment varied according to the exact nature of the condition. Overactive thyroid glands are not mostly found in young girls. The symptoms of goiter, like the treatment, depend on the types of goiter. Generally speaking, all forms of goiter can be greatly improved and usually cured.

If you wish further information on the subject, ask your local physician to refer you to the local medical library.

There are no specific dietary rules in the treatment of goiter.

Veteran Tucson Conductors Make Last Runs

John Seamonds Closes Railroad Career of Half Century

ONE of the most colorful railroad careers on the Tucson Division came to a close on March 31, when John L. Seamonds completed his last run, doffed his uniform and cap, and entered the ranks of retired veterans, having reached the limit of three score years and ten prescribed under the pension regulations.

Born and reared in Kentucky, Mr. Seamonds comes of a railroad family, his father and two brothers being conductors. He began his railroad work in the East over fifty years ago, in the days of link and pin couplings and hand brakes.

In 1896 he answered the call of the West and went to Arizona, where he secured employment on May 1 as a brakeman. On September 11 of that year, or a little over four months later, he was made a conductor and continued in that capacity until his retirement.

Genial and friendly, John Seamonds will be missed. His smiling face was as well known to the regular travelers on the Tucson Division as the train itself. The father of a good-sized family of his own, understanding and sympathetic, he was a rock of refuge to passengers, young and old, in times of trouble, and many a traveler has cause to remember John Seamonds for an act of kindly help rendered in time of need.

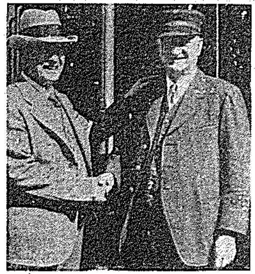
"Conductor, I will never forget you the longest day I live!"

This was the conclusion of a grateful acknowledgment made to him some years ago by a lady seized with ptomaine poisoning on the train, and who, but for his timely and able ministrations, would probably not have lived.

Eight or nine years ago, while traveling on his train, a small child developed an acute case of croup. Seamonds, out of the fullness of his home experience, knew exactly what to do and did it so well that the mother was able to continue the journey with her child out of danger and improving.

These are only one or two instances of the way in which John Seamonds, first the humanitarian and then the conductor, regarded his work. There are many, many others.

The most unique and useless Christmas present Mr. Seamonds ever received were two small pieces of lead given him in 1918, and which he has always kept—in fact he carries them about with him daily, concealed in his anatomy. These gifts are two bullets. On December 24, while running from Yuma to Tucson, a passenger on the train suddenly became violently insane and fired two shots at the conductor, both of them taking effect.



John L. Seamonds, passenger conductor, Tucson Division, ended nearly 34 years of service and retired on pension March 31. Wm. Wilson, superintendent, met the veteran at the end of his last run and extended congratulations and best wishes.

He was so seriously wounded that for some time his life was despaired of, but a man of Seamond's calibre doesn't give up so easily, and October of the following year saw him back at work, fully restored to health.

Mr. Seamonds has four sons and one daughter, two of the boys being with the Company. One of them is an engineer and the other a passenger brakeman in Arizona. A third son is a missionary in India, while the fourth is just out of high school.

Done with railroading, but by no means done with life, John Seamonds has many years ahead of him, and those who know him best will tell you that they are sure to be useful years, filled with kindliness.

He plans to travel for a time, renewing old acquaintance with friends in the scenes of his early railroading days back East, and, after that, he is undecided. But, whatever he does, somebody will be happier and better for his having done it.



Supt. Wm. Wilson, Tucson Division, felicitating Adam Schuh, passenger conductor at the end of his last run, upon his graduation to the ranks of pensioners.

Visit Out West Attracted Adam Schuh to Tucson

WHEN Adam Schuh left his train at Tucson on March 31 and signed the register, who can blame him if his hand trembled a little and his vision was perhaps not so clear as usual? For twenty-four years Schuh had been placing his name in the book, and this signature was the last one he would make, for he had reached the age limit of seventy and was laying aside his ticket punch, taking his uniform off for the last time, and leaving behind him the many staunch friends with whom he had closely labored for so long.

Away back in 1902 Adam, who was working on a railroad back East, took a 90-day leave of absence and came West to visit a brother. At that time Arizona was pretty much of a frontier country, but, even then, its attractions were so strong that he could not resist the desert's lure, so he found employment with the Company as a brakeman and sent his resignation back to the eastern road, a step he has never regretted. Four years after beginning work with the Company, Schuh was made a conductor, and served in that capacity until his retirement, or 24 years, his total service being 27 years and six months.

Playtime has come to Adam Schuh and he plans to enjoy it to the full. In the latter part of April, he, with Mrs. Schuh, will embark upon a trip to the haunts of his boyhood days in the East, visiting friends and relatives in Kentucky, Indiana and Illinois. Upon their return, they will move into a new home now being built for them some miles out of town. One of the most prominent pieces of furniture in the new home will be a big easy chair, the gift of Mrs. Schuh to her husband upon the occasion of his retirement. This chair, Adam says, is not going to stand idle, but will be used by him constantly during his waking hours, as he plans to do a lot of plain and fancy resting in the years ahead. He will indulge in no hobbies—not even a garden, for gardens have a habit of acquiring weeds, and weeds have to be pulled up, which occupation does not coincide with his idea of a life of ease.

A faithful employe, an efficient man; loved by all who know him, and having the respect of those who have worked with him, Adam Schuh will be missed on the Tucson Division in no little degree.

It must be amusing to a cow to watch a locomotive pass with the remains of an automobile hanging on the contraption that was originally designed to catch her.—Ex.

"No Accident" Foremen Show Safety Work

FRED MERKLE, section foreman at Benton, Calif., Salt Lake Division, again heads the list of "No Accident" Foremen. During 1929, no accident happened to a man under his supervision, which required making a report to the Interstate Commerce Commission, which gives him a clear record for 38 years, the longest of any foreman on Pacific Lines. Following is a list of the other "no accident" foremen: Those whose names are designated by an (*) had a clear record for two consecutive years, those with two (**) for three consecutive years, those with three (***) for four consecutive years, and those with (†) for five or more consecutive years. Photographs are of foremen with longest safety records on their divisions, or in shops and departments:



Fred Merkle

Salt Lake Division

Alverez, J.; Aristo, S.; **Allard, L. E.; *Agostini, L.; †Andreini, L.; †Andreozzi, M.; †Bonucelli, M.; †Byrne, H. H.; †Buonanoma, U.; *Barton, J. T.; †Bianchini, G.; ***Benassini, A.; †Burg, C.; *Burton, J. E.; †Benedetti, A.; Booras, G.; Brockman, E.; Butler, R. L.; ***Carto, E.; †Cesari, A.; †Cooper, C. F.; †Chiantelli, S.; †Christensen, L.; **Cupples, Jos.; *Caseri, A.; †Carr, J. A.; *Cosci, G.; **Carrill, P. E.; *Christensen, J.; †Coleman, C.; **Couch, S. T.; Cline, J.; Chase, E. J.; Congar, E.; Collins, H. C.

*Davis, C.; †Ducci, R.; †Downing, C.; *Di Grazia, P.; †Di Sanzi, A.; *Di Sanzi, C.; **Dagsen, L.; **Dunn, J.; Dagas, P.; *Elliott, V.; †Erquiaga, A.; ***East, H.; *Evans, J. C.; Esser, Wm.; Fontana, R.; †Frantzen, J.; †Fialdini, G.; †Friberg, A. W.; †Frank, J.; ***Fujita, C.; *Fancesconi, F.; *Farr, E.; *Ferris, C. F.; *Fisher, C. T.; Fujita, T.; Fujita, U.; Friberg, C. V.

†Giusti, A.; †Gonzalez, M.; †Gonzalez, F.; Guonnini, P.; Garzella, A.; Gunnerson, J. I.; Glavich, J.; Gemignani, F.; Giannini, P.; Gasperoni, O.; Gelmstedt, J. W.; Garoziani, J.; Gelmstedt, John; Goodnow, R.; *Hall, W. H.; †Hamlyn, C. G.; **Hansen, J. A.; *Heath, N. J.; Ianni, N.; †Isola, A.; †Isola, V.

***Jackson, E. E.; †Johnson, F. E.; †Jones, E. W.; Jordan, E. S.; *Jordan, T. H.; Kusotanis, S.; **Kinnell, D. B.; Kaneko, S.; Lord, J. E.; †Lorenzo, G.; †Landucci, U.; **Lucchesi, U.; †Lorenz, J. A.; ***Little, N.; **Lipparrelli, A.; †Lee, J. M.; *Larson, J.; **Loveridge, F.; Lamberson, C. H.

*Marker, S. P.; †Marriott, B.; *Mumford, J. F.; **Middleton, J. W.; **Menicucci, J.; *Menicucci, J.; †Menicucci, G.; †Mallon, M.; †Mariani, F.; *Mariani, G.; Mariani, J. D.; †Martini, J.; Moras, J.; Martenes, J.; †Mastroianni, P.; †Masago, S.; †Merkle, F.; ***Manfredi, T.; *McDermott, A.; †McNally, F.; ***McAvoy, P.; †McBride, C.; †Nikolous, P.; Norrid, A.

**Orsi, D.; †Ogasawara, K.; †Oritsuki, S.; *Okamoto, T.; †O'Brien, W.; Pucci, G.; Pillugi, M.; †Penman, J.; *Pagen, E.; *Paulidis, T. A.; *Picci, T.; *Pardini, G.; *Puccetti, P.; †Pedlar, A. E.; †Pelter, J. G.; **Pengalley, J. A.; *Poirer, H. J.; *Purdy, H. A.; Porcu, F.; ***Ratti, J.; †Taymondo, D.; **Russell, C. H.; Royal, J. A.; Ryan, M.; Stinson, A. L.; Shives, J. P.; Sheridan, F.; *Syedin, P.; †Stefannini, G.; †Stevenson, A.; †Stone, A. W.; **Schipper, W. A.; **Sharp, H.; *Shaver, F.; **Smith, E. L.; **Stewart, R. E.; Steele, J.; Shaw, W. B.; Stevenson, R.; Sparks, L. J.; Stephens, H. E.; ***Tofanelli, G.; †Tuccori, D.; ***Taddi, S.; †Torakawa, J.; *Taylor, D.; *Thompson, Wm.; Trulove, F. P.; †Volpi, A.; **Volpi, M.; *Willie, L. N.; *Walker, G. A.; *Watson, H. D.; *Williams, T. B.; **Worthman, H.

*Yarrington, D. C.; Yagi, T.; Zimmermaker, Wm. E.; Zimmermaker, Walter.

East Bay Electric Division

*Ahlers, G. G.; *Bouslog, J.; *Brady, T.; **Bunch, W. D.; *Chavez, B.; **Deasy, D.; Dixon, H. B.; *Dolan, P. H.; *Flaherty, A.; *Jackson, B. H.; †Kelly, T. H.; *Marion, W. H.; *McDonald, C.; **McIsaac, A.; *O'Donnell, W. D.; ***Patten, T. M.; *Paulsen, W. E.; *Peters, J.; †Shepherd, E. L.; Walton, R. C.; Ybarra, C.



A. E. Johnson (left) leads Los Angeles shop foremen with a "no accident" record of 8 years. Sam Knudsen is again on the list, leading Coast Division foremen with a record of 23 years.

Coast Division

Abbatte, J.; Alvos, F. J.; *Anneca, N.; *Bachar, A. L.; Barksdale, E. E.; Bernsdorf, R. W.; Brazil, J.; Brennan, A. T.; Burdusis, Geo.; Campbell, A.; †Catania, J.; Christensen, Jno.; ***Costa, S.; Coutts, J.; Cross, G.; *Cunningham, W.; ***Dolan, J. C.; *Donahue, J. J.; Donelson, W. H.; Elliott, G.; Espino, Juan; *Fallon, Martin; Fleishman, J. G.

***Galloway, C. J.; *Garner, J. M.; George J. A.; †Gilfether, F.; Giorvas, J. D.; Giorvas, Peter; Gobbo, Geo.; Haliwell, W.; Hammom, G. H.; ***Hartman, Joe; *Hotz, Henry C.; †Johnson, C.; Johnson, G. A.; *Kelly, G. H.; *Klein, A.; †Knudsen, Sam.

Lawrence, S. L.; Leslie, M. C.; Little, C. C.; Luini, J.; Macdonald, O. B.; Maes, Harry; Magnuson, A.; Martin, Patrick; **McEntee, F. J.; McGreavy, W.; McIndeor, J.; McKenzie, S.; †Mirando, M.; *Molloy, F. E.; Moorhead, L. J.; **Najiri, T.; O'Sullivan, D.; *Paciano, J.; *Pinnegar, G. W.; Polglase, F. J.; Prevost, H.

Ramos, J.; Rodoni, A.; *Sano, M.; Simi, G.; Smith, T. T.; Soldavini, A.; **Stacey, L.; Steed, Geo.; Sullivan, J. J.; Vallier, L. W.; ***Vanderpool, G. R.; Vaughn, P. S.; †Veet, Joe; Wier, W. H.; Woodard, A. M.; Zarate, B.; Zugelter, H.

Los Angeles Shops

*Barker, J. V.; *Challman, G. M.; †Chapman, E. P.; Daly, H. J.; **Fisher, R. L.; **Hirst, N. A.; *Harbin, H.; **Jordan, E. A.; †Johnson, A. E.; *Henlin, M.; *Kaler, J.; Loehr, L. U.; Longo, F. A.; Leffert, W. M.; *Lushinsky, R. P.; Maxwell, A. K.; *Mellor, Fred; **McCarthy, P. J.; **Norris, J. S.; †Rohr, Fred J.; *Smith, W. O.; †Seevers, A. H.; *Tinker, E. A.; Wilson, H. B.; †Washburn, S. S.; *Young, Leroy.

Western Division

**Baker, J.; *Banias, B.; †Bardinotis, A.; *Barlos, G.; *Biasi, B.; *Bloom, G.; ***Bottarni, J.; †Brosnan, P.; Buckley, J.; **Buhn, F. W.; Butner, C. H.; Cassidy, M.; **Clark, H. J.; *Clerici, C.; *Cline, J.; **Dennehy, J.; Desmond, P.; Dillon, M.; **Dillon, T. J.; †Dimotsis, G.; **Duffy, T.; †Ekeberg, G. C.; Ellison, L. A.; French, E. O.; ***Freskan, J.; Goode, J. F.; Gorden, T. L.; Guisto, P.; Heard, Wm.; *Hopkins, P.; Horn, J.; Huntalis, W. G.; †Jost, F.; **Lang, W.; †Lewellyn, M.; **Lucey, J.; *Lyons, D.

**Madison, A. W.; *Manos, B.; *Martinez, E.; Mattos, M.; *McDonough, P.; †McLaughlin, E.; Meyer, A.; ***Moore, G.; **Muller, J. B.; Noble, G.; †O'Conner, T.; *O'Rourke, C.; O'Rourke, R.; **Pappas, J.; †Poulekas, G.; Rivas, P.; ***Rodriquez, A.; *Roland, O. S.; *Shattock, V. T.; †Simas, J.; *Simas, M.; *Squires, C. C.; *Stamas, J.; Villanova, V.; **Volpi, R.; *Walsh, P.; Watts, M. J.



Ed. McLaughlin (left) leads Western Division foremen with a 19 year "no accident" record. T. H. Kelly, East Bay Electric, has a clear record for 16 years.

Sacramento Division

*Apostolos, E.; *Backarich, J.; †Barker, J. L.; *Belluomini, M.; *Berriesford, W. J.; Bertolani, A. P.; **Buckley, D.; †Bunk, F. H.; *Carson, Geo.; Carter, D. L.; Catenari, A.; *Cavigli, S.; Chadaris, L. S.; *Copeland, J. V.; ***Craze, W.; †Curtin, W. L.; ***Darby, W. E.; Deal, J.; **De Bolt, H. B.; Del Carlo, G.; Del Grandi, A.; †Draper, E. E.

*Edwards, R. R.; Egbert, C. J.; *Falltrick, T. W.; †Fitch, C. C.; ***Fitzgerald, J. E.; *Forbes, B. H.; *Franceschi, M.; Franceschini, A.; Frink, A. D.; *Geni, G.; Hagerty, W. E.; Harrington, J.; †Hirano, K. Y.; †Jenks, H. S.; Johnstone, O.; Kashihara, J.; **Kaufman, J. A.; *Korojolin, T.

*Langreed, A. T.; **Lawler, H. H.; Lenihan, J.; *Littares, J. W.; Magni, J.; *Manford, R. E.; †Marsalla, J.; **McAteer, O. J.; **McCarthy, C.; Morrow, D. E.; *Munekawa, T.; *Peacock, W. P.; †Petterson, J. N.; Pickler, L.; *Pinckney, T. E.; *Poe, B. F.; Pulcifer, R.; *Pulos, A. G.; ***Ridolfi, I.; **Riordan, B. J.; Riordan, P.; ***Rovetti, O.

**Saibini, D.; *Sbragia, N.; *Scatena, L.; †Schab, L. P.; Secker, T.; †Sheets, T. H.; ***Skopecek, G. R.; Slattery, J.; Snell, A. M.; Somers, C. H.; *Speranza, B.; *Stam, S. Tarros, G. G.; †Taylor, S. E.; Thoma, J. W.; ***Twomey, J.; Voudouris, G.; ***Watamura, W.; *Wenner, W. R.; Wikoff, B.; *Winkler, H. E.; Wortell, A. W.

El Paso Shops

Ankerson, H.; *Bauman, L. E.; **Gutsch, F. J.; *Gutsch, O. H.; †Hart, W. P.; Heise, Geo. F.; ***Kurman, S. E.; †Lawless, A.; Mitchell, W. A.; Norris, H. A.; **Palacios, M.; *Stanley, T. W.; †Staus, J. G.; *Viley, J. R.; *West, H. V.

Portland Division

**Ambrose, J. M.; Amundson, A. M.; *Anderson, W. J.; †Andrews, R. M.; **Andrews, N.; ***Bailey, J. H.; †Ballentyne, L. S.; *Bates, L.; †Bauer, M.; *Beck, W. A.; *Bethune, M. W.; *Benton, H. H.; ***Blomquist, G. A.; *Bodley, L. R.; **Boice, C.; †Booker, W. A.; †Bookey, C. R.; †Bottai, O.; ***Brady, J. J.; *Bucholz, W. A.; †Burchfield, C. R.; ***Byrd, C. C.; *Carone, J.; *Caspers, C.; †Chamberlain, D. R.; Chapple, H. A.; *Chavez, A.; ***Chimpouris, G.; *Chilton, C. A.; Churchill, C.; Clark, E. M.; **Clem, A. L.; †Colatorti, V.; *Cole, I. W.; †Collis, P. T.; *Conlan, B.; Conner, H. T.; †Copenhaver, R. H.; †Coy, T.; ***Cronin, B.

Davis, E. W.; Davis, J. W.; Day, A. J.; **Decker, F. E.; †Demas, L. B.; ***Demezas, J.; *Dengler, F. J.; †Desimini, D.; **Delk, C. R.; †Dilley, A. B.; Dirrett, E. S.; †Donelan, M.; Dotson, A. B.; ***Duncan, F. R.; ***Dunkin, D. H.; Dunwoody, H.; **Durham, C. L.; ***Edwards, E. E.; †Enger, C.; †Farchi, L.; Fellas, T.; **Fewster, J. S.; Garrett, E. J.; ***Geist, C.; **Godley, T. R.; †Goff, E. G.; †Goff, J. A.; †Gray, W.; †Grazer, C. E.; †Guard, D. L.; †Gustafson, O.

†Haek, J. A.; Hammond, G.; †Hardisty, G. A.; *Harpster, C. F.; **Hartwig, L.; †Havens, T. G.; †Henagin, H. F. †Henderson, J. H.; †Hill, W. O.; Holcomb, T. M.; †Howard, A. L.; †Howard, E. J.; †Hurford,



C. C. Fitch (left) tops the Sacramento Division foremen with a safety record of 28 years. A. Lawless has gone 15 years with a clear accident record at El Paso Shops.



C. Enger (left), section foreman at Brownsville, Ore., has a "no accident" record of 33 years on Portland Division. H. H. Curtis leads Los Angeles Division foremen with a ten year record.

F. C.; †Jinks, O. A.; †Johnson, C. B.; ***Johnson, G. K.; ***Johnson, J. L.; *Johnson, W. H.; †Jones, J. W.; †Jones, W.; *Jones, W.; *Jonsson, K.; **Kemnitzer, D.; †Kenneth, C. H.; Kirch, J. S.; **Kline, F. N.; *Klinge, L.; **Kollias, J. G.

Lampros, C.; *Leder, R.; *Leeper, A. C.; †Leet, F.; †Lehman, A. C.; Lemon, X.; **Lewis, H. C.; ***Lindland, O.; ***Makinster, H.; †McCormick, F.; †McClellan, A. C.; *McFadden, H. W.; †McKibben, J. E.; **McCutcheon, J. E.; †McReynolds, S. R.; *Malo, A. B.; †Mankin, G. C.; †Mann, C. F.; †Medley, E. B.; *Melvin, R.; Merriman, L. C.; ***Miller, A. L.; *Miller, C. A.; Miller, J. B.; ***Miller, L.; *Monroe, G. W.; Morgan, C.; ***Morris, G.; *Mullen, H. W.; †Morris, J. W.; Murphy, J. K.; **Myrick, D. D.; ***Newhouse, J.; Nieuboer, H.; *Nombalais, F.

***Oleson, L.; *Pappas, F. A.; *Parker, F. F.; *Perry, H. F.; †Persyn, C.; Peterson, C.; ***Peterson, L. E.; *Peterson, P. J.; †Peterson, W. R.; Price, C. B.; †Reamy, W. C.; Reed, L. J.; ***Reinke, C. E.; Rhodes, G. E.; **Richardson, H. M.; †Richardson, L. G.; †Rimstidt, H. L.; *Ritchey, L.; **Robinson, E. E.; Rust, V. M.

**Sausser, L.; †Schaffer, J. M.; ***Scherquist, C.; **Sharri, F.; Sheary, R. D.; †Shreve, D. D.; *Simmons, C.; **Singer, B.; †Sinnot, P.; **Skoog, E.; *Smith, A. H.; ***Smith, P.; †Spence, A. J.; †Stangarone, N.; **Steers, A.; †Steger, H.; †Steinbrugge, H. F.; Stevens, H.; *Stewart, J. V.; †Stokx, P.; ***Stoller, E. H.; ***Stone, H. L.; **Strawn, S. B.; †Strout, E. D.; **Suklis, P.; †Swanson, P.; *Taggersell, E.; *Taylor, H. H.; **Thompson, L.; †Thornton, H. D.; †Tolson, G. F.; †Tolson, G. M.; ***Tonole, S.; †Troudt, C.; †Turner, H. E.; †Tuttle, H. M.; †Tuttle, L. F.

†Underhill, J. K.; †Waite, S. B.; ***Walker; N.; *Walker, R.; *Wallace, H. E.; †Waske, G.; †Weiss, F.; ***Weiss, L. J.; **Whitsell, T. C.; **Wiley, C. H.; *Wiley, S. M.; *Wilson, G. H.; †Winkleman, A.; *Winkleman, V.; Winkleman, W.; †Winters, J. W.; **Wolf, A. H.; Woods, M.

Los Angeles Division

Andres, L.; **Allison, S. V.; *Ahern, D.; Anaya, J.; **Allen, C. W.; **Bakos, G.; *Bailey, A. S.; †Byrne, P.; **Bridjette, H.; **Bridjette, E.; *Briggs, O. C.; †Brenizer, W. H.; **Brooks, H. E.; †Curtis, H. H.; ***Chadwick, A. V.; ***Crusan, C. R.; **Campanelli, V.; *Casey, J.; Carone, S.; *Carone, V.; ***Crum, J. M.; *Chaney, H. M.

Davidson, C. A.; ***Downey, M. J.; Dixon, G. F.; Duffy, T. F.; Ellis, L. W.; ***Eyraud, F. F.; †Espinoza, F.; *Escareno, G.; Fenton, M.; **Garcia, P.; **Griffin, M.; Grant, J.; *Grooms, A. O.; Huston, J. L.; Hayes, D.; *Harnett, M.; Herbert, J. F.; ***Handy, H. B.; †Hudson, L.; Hyatt, C. C.; *Hart, D. D.

**Jiminez, G.; **Jacobelli, F.; **Johnson, C.; †Jones, W. F.; *Jennings, L. B.; *Kirk, J. W.; **Larson, A. T.; *Ledden, J. M.; Maass, A. F.; *Marshall, J. W.; Martin, E.; Miller, D. C.; †Menear, H.; Moreno, F.; *Moreno, V.; †Martinez, J.; McGraw, J. W.;



A. Freese (left) and Tony Zapantes, section foremen at Acton and Stevens on the San Joaquin Division, have "no accident" records of 11 years.

McWhirter, H. C.; *McPherson, W. H.; †McGregor, J.; *McLaughlin, J.

*O'Conner, J. P.; O'Keefe, D. J.; †O'Donnel, D.; Olson, A. G.; *Padden, J. B.; *Parkinson, J.; *Parode, F.; †Peterson, W. C.; *Parris, J.; Pederson, O.; *Rosales, A.; Ream, C. C.; Roberts, C. H.; Roughan, F. J.; †Robles, S.

***Sudduth, J. R.; †Salazar, R.; †Smith, M.; *Sullivan, M.; †Sullivan, J.; †Severtson, P. K.; *Sartuche, N.; Smith, A. W.; †Siannis, G.; Spears, R. S.; *Sherlock, H. W.; Trotter, H.; Vaught, L.; ***Varicle, R. H.; Wall, W. C.; ***Woulfe, J. J.; *Woulfe, J. J.; Woods, J. J.; ***Williams, W. M.; *Wells, W. L.; *Webb, W. B.

San Joaquin Division

Agalos, P.; Agras, N.; Armos, J.; Anderson, E. E.; *Brown, D. C.; †Baptista, P.; **Carr, E.; **Calvillo, F.; †Casey, J.; †Curran, D.; †Chiclenis, H.; †Dames, Peter; †Delay, J.; *Dowdy, E.; †Economidis, J. D.; †Edwards, H. M.; *Erickson, P. E.; *Fon-

"No Accident" Year at El Paso Dis. Stores

An exceptionally good safety record was made during last year by employes at the El Paso District Stores and at the Douglas, Globe and Tucumcari local stores, where, with a total of 415,773 man-hours, there was not a reportable accident during the twelve months ending December 31. District Storekeeper L. G. Pearson, who is in charge of the four stores, says his force intends to have a safety performance equally as good during the present year.

seca, Y.; †Freese, A.; ***Frye, A. L.; Fugita, J.

†Garcia, A.; Garcia, I.; Gillespie, J. C.; Gillman, A. C.; Grow, W.; †Hamilton, A. W.; *Hankey, R. T.; *Harvey, E.; ***Hickox, S. A.; **Hidalgo, P.; †Hodnett, J. W.; Harris, J.; Hidalgo, W.; Jacomini, J. L.; †Johnston, R. O.; *Johnson, H. C.; ***Joyner, C. E.; Kagos, J.; *Karas, N.; **Kay, L.; Kennedy, H. W.; Kennedy, C. J.; Kennedy, W. H.

***LeClaire, J.; Leon, J.; Lopez, A.; Luna, P.; Marantos, B.; *McCue, R. E.; *McLeon, S. B.; **Mehan, P.; ***Montezuma, P.; *Morrell, H.; Mosely, H.; Nick, T.; †Olson, F.; Ott, E. P.; *Palacios, T.; *Pappas, M.; †Partin, G.; Pecharis, W.; Pracht, P.; Pulos, S.

**Radoumis, J.; †Ramirez, F.; †Ring, T. J. Sartuche, J.; †Simmons, C. A.; *Souza, M.; †Spagapulos, T.; *Spolini, C.; **Tobar, S.; Tomaier, J.; †Trevizo, S.; Vallis, S.; Webb, G. L.; Weibe, J.; **Wicks, G. C.; †Xedis, P.; †Zapantos, T.

New Mexico Division

†Abila, A. O.; *Alexander, J. H.; ***Bays, J. M.; *Bell, C. C.; Berset, Paul M.; †Blake, P. P.; †Brown, A. C.; **Burruss, W. J.; ***Campbell, J. A.; ***Climer, A. C.; *Cochran, R.; Crawford, J. E.; ***Crowe, F. H.; †Daniels, H. C.; Davis, C. O.; Dimas, S.; *Frazier, B. R. *Goslin, R. A.; **Gonzales, L.; **Hale, S. W.; Hall, G. B.; *Hames, R. D.; Hamilton, H. W.; Hand, S. M.; Hardcastle, P. E.; †Hern, A. J.; **Hogland, Oscar; †Holcomb, W. C.; Holloway, R. V.; **Hubbard, A.; *Johnston, G. H.; †Kent, R. E.; †Lofton, F. W.

***Mares, C.; †Martin, D. B.; †May, S. D.; †McClintock, L. P.; †Nelson, D. R.; †Norris, M. G.; Pittman, D. E.; Porter, J. L.; ***Porter, V. S.; Pruett, M. T.; **Pruett, S. J.; †Reichelt, R. S.; ***Roberts, T. F.; †Robertson, C. E.; †Rush, E.; **Russell, J. M.; **Sanchez, L.; **Sanford, T. S.; Skinner, F. W.; **Smith, W. A.; Swope, S.; Tanner, W. S.; **Webster, R. H.; *Wiley, I. T.; Young, C. W.

Motive Power Department—Bacot, Louis T. Jr.; Buchanan, Clarence B.; †Chavez, Jose L.; Middleton, John R.

Car Department—Holt, Collins, B.

Shasta Division

†Aldrich, A. S.; ***Allen, S. C.; †Anagnoston, S.; Baker, J. D.; ***Barlow, J. D.; *Barry, Chester; Barry, R. M.; *Bautista, F.; *Beinder, L. H.; †Black, W. J.; *Boito, Jim; Bonderson, C.; *Borgnis, R.; *Bovenkerk, F.; *Braunwarth, L.; Calise, P.; †Carlson, J. F.; Carter, L. F.; Casey, D. W.; †Cattuzzo, A.; †Cattuzzo, J. V.; ***Cecatto, Jos.; †Codamo, J.; †Colla, E.; Cook, Henry;



Louis Reginato (left) leads Shasta Division foremen with a 17-year safety record. R. Dolensky again leads Sacramento Shop foremen. He has a clear record for 11 years.

**Creeks, J. L.; *Cuevas, D.; †Doyle, J. J.; *Duncan, J. A.

Eib, G. E.; Estes, W. G.; ***Finneran, A.; †Flackus, Wm.; †Giacomelli, E.; **Glidden, W. M.; Hammelsley, M.; **Hanner, R.; Harper, J. D.; Heibner, M.; **Holland, H. E.; Jean, Frank; Kimbrough, S. M.; †Kostakis, Gust; ***Lesh, Carl S.; †Lima, Benjamin.

***McCoy, A.; *McFerrin, W. H.; **Magallanes, M.; †Manera, D.; †Manera, V.; ***Mariani, A.; Marin, C.; ***Marmaras, J. E.; *Maxwell, S. H.; †Maxwell, W. G.; Mazzier, A.; Mazzon, J.; **Metz, E. G.; Morgan, N.; *** Pacci, Ivan; **Parker, J. B.; Pavich, Nick; †Petroff, M.; Pisan, Henry; ***Pitcock, E.; †Pruitt, C. A.; †Pulas, Gust; Radcliff, M.; *Rapalli, M. A.; Rea, W. L.; †Reginato, Louis; Rouse, J. C.

*Salvestro, A.; ***Sanford, C. J.; Shaw, L. V.; †Silva, D.; *Smith, Elmer; Spears, N. W.; *Stump, W. E.; †Tagis, Tom; Tate, J. A.; Thaxton, W. A.; ***Tillman, C. B.; *Tonietti, S.; Tonole, C.; ***Toscan, G.; Uribe, L.; Welch, Geo.; Whitlock, J. E.; Williamson, B. W.; ***Womack, H.

Sacramento Shops

Chimson, A. E.; *Crocker, Geo. M.; Derr, W. E.; *Dixon, A. A.; †Dolensky, R.; Gutenberger, L.; †Hart, Wm. A.; **Kyne, W. H.; *May, M. A.; **McLaughlin, A.; *Mugford, J.; **Peek, R. P.; ***Pfyffer, O. J.; *Scott, G. R.; ***Schorn, Wm.; †Tucker, H. J.; **White, W. H.

Stockton Division

†Accardo, J.; †Ayala, M.; *Bertini, W.; *Boos, K.; †Booth, S.; †Casad, O.; *Cooper, J. E.; †Costello, P. J.; Davis, J.; †Delgado, F. A.; **Dimitri, A.; †Dinneen, D.; †Fachner, D.; *Fachner, F.; **Fagala, A. I.; *Ferber, Wm.; *Frans, B.; **Garecht, S.; †Garoppo, J.; *Gray, G. H.; †Guevara, J.; †Hamrick, C. C.; †Hildreth, E. C.; *Honnold, H. L.; †Jarvis, C. F.; †Johannes, P.; †Kahagas, T.; ***Keane, W. C.; **Keogh, P.

†Knight, F. M.; Lewis, J. V.; Loker, V. M.; LaPeen, J.; *McNally, F.; **McNally, J. E.; *McNeil, H. F.; Manos, J.; *Martinson, H. J.; Minotto, Geo.; †Neidan, K.; †Nick, H.; †Olsen, A. F.; †Ortega, A.; †Paez, M. A.; †Pappas, G.; †Perez, A.; Peterson, H. E.; †Pontrelli, V. S.; ***Rettig, A. G.; *Rojohn, R.; **Saunders, G. W.; †Sevoulos, A.; †Smith, T. B.; Soria, M.; Stewart, C. E.; ***Terry, E. A.; Tsatsaros, E.; **Tupper, A. E.; †Vance, C. L.; †Villicana, N.; Walters, W. C.; **Zafer, T.

Tucson Division

*Alfaro, V.; *Alvarez, J.; *Arellano, C.; †Baker, A. B.; †Ball, J. C.; Barrett, W. G.; Barry, C. W.; †Bevan, A.; †Board, K.; Bosworth, R. G.; Bower, W. M.; Bradford, W. E.; †Briscoe, W. F.; Brown, W. T.; †Brunner, J.; *Buckley, E. N.; Butler, J. P.; ***Calmelan, M.; †Canales, B.; **Carlock, O. J.; ***Castello, S.; †Catileno, J.; *Coate, J. E.; †Cole, C. D.; *Conchola, J.; *Cooper, C. G.; †Currier, W. G.; †Dahlgren, J.; **Davis, A. E.; †Dixon, C. B.; †Dominguez, J.; *Donegan, J. H.; Durnil, E. J.

*Ebner, L.; *Everett, J. T.; **Ferrell, J. R.; Foster, A. J.; †Franco, C.; †Fuentes, F.;



J. B. Grant (left), B. & B. foreman at Tucson, leads the foremen on that division with a 33-year "no accident" record. Peter Johannes has a 26-year record on the Stockton Division.

**Gailey, L.; Galvin, J. J.; ***Galligan, J. J.; Garigan, P. T.; †Gibbens, T. B.; Godfrey, W. R.; *Gomez, C.; ***Gomez, V. J.; *Goodwin, R. F.; †Grant, J. B.; Gray, T. L.; Green, J. C.; ***Grimley, P.; †Halbert, C.; †Hardin, W. C.; **Harrold, F. D.; ***Hasselbom, E. C.; †Hoben, S.; Holmes, A. O.; †Hufft, J. M.

*Ice, C. L.; ***Jackson, T. E.; †Jarratt, R. M.; †Jaso, R.; **Jiminez, A.; †Johnson, F. F.; Johnson, K. V.; Kain, T. J.; †Kelleher, C. E.; †Kelso, W. E.; *Kirkland, W. R.; Lancaster, W. C.; †Lavin, P.; †Lindley, G. T.; *London, J. C.; *Loving, C. M.; Lyall, F.; *McClary, C. H.; *McDonald, W. S.; McFate, D. J.; McIntyre, D.; McIntyre, A.; McMeans, W. O.; *Macri, T.; Mann, G. C.; *Maranaville, W. R.; Marsh, H. J.; †McCann, J. M.; *Mead, E. F.; Miller, A. R.; *Molder, A. F.; *Moore, A. L.; ***Moore, J. O.

***Nieto, S.; Nugent, M. J.; †O'Barr, J. H.; *Oliver, J. A.; **Ortega, G.; Parker, T. H.; *Perez, E.; Powers, F. L.; Poupart, E. L.; *Price, E. L.; *Rangel, M.; Reader, H. G.; Ready, A. L.; *Rogers, M. M.; †Ross, O. M.; **Russell, R.; **Sandoval, C. E.; Shadle, C. A.; **Shahan, J. M.; Slater, W. R.; *St. Clair, F. O.; ***Staggs, W. C.; *Stewart, T. J.; **Tapie, A.; Thompson, J. W.; ***Tischler, F.; †Vasquez, R.; †Vaughn, W. F.; **Vega, P.; ***Ward, J. J.; **Watson, G. W.; Watson, S. R.; *White, A. M.; **Williams, P.; *Wisner, N. A.; *Wolverton, C. H. *Wyckoff, S. J.

Stores Department

*Bitticks, W. E.; Bradford, L. L.; *Brownlee, J. A.; Bryan, V. L.; Burke, C. E.; Candido, F.; Clark, E. T.; Decker, C. P.; *Draper, C. W.; Ferguson, Geo.; Fluharty, W. L.; *Frost, P. I.; Gold, H. I.; Gunther, D. G.

Hardy, C. S.; Herman, L.; †Huber, A.; **Hughes, G.; King, R. B.; Kirkpatrick, S. S.; Lafferty, J. H.; Larson, W. E.; *McMillen, H. B.; Menolty, P.; *Micheli, F.; *Nelson, W. A.; Ontiveros, A.; Payne, R. L.; Perez, J. M.; †Petrocchi, D.

Racicot, W.; Ross, G. H.; Rubio, J.; Salene, H.; **Seibert, E.; *Schaefer, J. A.; Sosa, J.; †Walker, G. C.; *Watkins, C.; **Weston, G. S.; *Wood, E.; Wright, H. H.

Rio Grande Division

†Adams, Lee R.; †Ayers, William J.; **Aranda, Sisto; *Barksdale, Hyatt; †Beckett, James M.; †Beckett, Wesley A.; †Bell, Sam M.; **Bellinger, Frank K.; †Bernelle, L. B.; *Black, Roy D.; **Blair, George L.; **Brown, Charles A.; ***Campbell, John H.; *Chlarson, John O.; ***Cochrane, Geo. E.; †Conway, Chas. W.; †Cooper, Frank; ***Cooper, John M.; †Coughlin, John J. Sr.; *Coughlin, John J. Jr.; Cox, John L.; Crist, Henry C.

†Daulton, Daniel V.; †Davis, Jacob S.; ***Davis, Francis M.; †DeWitt, Norman B.; *Driskill, Walter E.; †Duggar, William R.; *Eaves, Martin V.; †Edwards, Samuel; †Elkins, Chas. D.; ***Fisher, Henry; ***Flores, Henry; †Flores, Leonoro; †Garcia, Angel; ***Gower, J. A.; †Gregory, Fred S.; Grizzle, Victor C.; **Guinn, Joseph N.

†Hale, Max P.; †Hancock, Walter; Hamilton, Roy D.; †Harris, Lee; Harrison, John Sr.; ***Harrison, John Jr.; †Haro, Jesus; Herron, Edward A.; Hernandez, Miguel; ***Hodges, Newton O.; **Hood, John M.; †Jantz, Albert; *Johns, John C.; †Johnson, Nicholas; **Johnson, Harry E.; †Johnson, Sim; †Lindley, Simon T.; **Lopez, Jose A.; Lujan, Concepcion.

†Mapes, Chas. J.; †Maulding, Jess; †McLaughlin, Willis B.; ***McDonald, J.; McPeck, James W.; *Mills, George R.; ***Miller, Charles; ***Moeller, Arthur; **Moss, Elbert B.; Osborn, Geo. M.; †Parks, Oscar M.; ***Peacock, F. C.; †Pennington, Benjamin F.; Pennington, Horace J.; †Perry, Jesse H.; †Petty, Flan D.; Pertiller, William J.; †Quinn, John.

†Randle, Henry C.; ***Rameriz, Ylario; †Reeves, Chas. G.; **Reynolds, Walter A.; †Reichelt, Gus; †Robinson, Robert; †Rojas, Ricardo, J.; **Rojas Frank M.; Sabala, Jose; †Schrempp, Charles; Scott, Burlie H.; ***Sillik, Lofal; *Smith, Charles H.; **Spain, Robert F.; ***Stallings, Geo. P.; ***Stamper, Jake; ***Smith, Gideon A.; Stewart, Sidney J.; *Smith, Daniel J.; **Street, James L.; *Townsend, Harry H.; †Waggoner, Benton E.; †Walley, Charles M.; ***Walker, Dewitt T.; **Ward, Ben F.; †Warren, David D.; **White, Shirley; Wilcoxson, Charles W.; ***Woodard, Robert P.; Woolf, Arthur.

Motive Power Department—*Clifford, Calvin R.; *MacLeay, John A.; *Morrow, Percy C.; *Owens, Marshall M.; *Winters, William F.

Car Department—*Kluttz, Silas L.; Patterson, Arice S.; *Williams, Peter F.

Lead Car Inspectors—Stamps, William W.



Engineers and firemen who excelled in the use of fuel during January:

Engineers	Firemen
WESTERN DIVISION	
R. L. Fernald	J. M. Hardin
G. T. Stine	H. S. Galloway
H. E. Rilea	L. J. Clark
J. W. Stokes	J. E. Ferguson
F. A. Lemery	C. P. Ingham
D. S. Leidig	A. F. Likens
P. Runyon	M. J. Maxey
R. H. Ede	R. C. Nollner
W. W. White	E. E. Bell
L. F. Braswell	L. E. McCutcheon
SACRAMENTO DIVISION	
J. B. Brown	C. R. Tussinger
R. C. Blohm	J. F. Cottrell
E. M. Parker	E. E. Dobkins
A. D. Olson	C. Christy
J. Terry	C. R. Kanaly
W. W. Tassie	J. E. Henderson
T. A. Wright	G. F. Talmiter
A. DeCosta	M. R. Gleeson
D. H. Gillis	O. L. Elston
G. F. Gray	J. G. Squires
SALT LAKE DIVISION	
A. C. Hewitt	H. L. Herstine
E. A. Zari	C. L. Steiner
A. C. Everett	E. L. Carty
W. S. Layton	R. Marsh
C. L. Blurton	W. C. Ferguson
J. R. Watson	A. K. Abbott
H. Astill	P. E. Perkins
E. F. Hecox	W. F. Whiteley
H. Ward	C. B. Norris
B. F. Cauble	G. T. Austin
T. Sowerby	O. G. Barnett
J. H. Wardleigh	A. N. Hunter
D. H. Woolsey	W. C. Dalton
R. H. Brizzee	H. L. Murphy
H. A. Steed	E. E. Thurman
E. J. P. Rowse	C. L. Bunnell
E. C. Baum	E. A. Broadbent
F. A. Larson	A. W. Sorenson
R. A. Walker	J. C. Medcraft
H. S. Allen	J. S. Beach
SHASTA DIVISION	
J. H. Wagner	F. M. Duggan
J. S. Howell	C. S. Cochran
W. C. McAuley	L. J. Brink
F. G. Dean	E. Masters
E. F. Wolter	G. E. Thornton
U. G. Taylor	J. A. McDonough
J. C. Poor	R. C. Bielski
C. W. Winne	J. B. Harrell
J. W. Thornton	C. W. Hale
A. C. Pratt	W. A. Kirkpatrick
PORTLAND DIVISION	
W. A. Anderson	H. A. Chandler
R. T. Driskill	A. B. Clancy
J. H. Dumphrey	S. J. Dougherty
G. Edlund	A. E. Giebisch
O. O. Jennings	G. A. Gillmore
J. W. Robertson	R. A. Kenyon
B. F. Ryan	R. A. McCalley
E. W. Sharp	F. Schaffer
L. G. Williams	J. Stahl
J. A. Zimmerman	F. A. Waldorf
STOCKTON DIVISION	
J. J. Stine	W. W. Webb
H. E. Schroeder	M. M. Randall
R. H. Alberg	R. A. Maine
D. O. Bailey	L. A. Casseretto
G. H. Thomas	F. R. Killinger
C. E. Grass	H. R. Neilson
H. E. Conger	E. A. Pope
C. Tyner	E. M. Adair
W. P. Weston	A. D. Dal Porto
L. G. Hewitt	O. E. Nelson
COAST DIVISION	
E. S. Henry	R. Leeper
M. A. Freitas	J. H. Mitchell
S. E. Shepherd	J. E. Leboun
N. J. Nichols	L. E. Crain
H. F. Bell	E. P. Honnert
R. Johnson	A. H. Sauer
W. J. Kenner	E. H. Hoddinott
W. Hoogendyk	R. W. Clinkingbeard
C. C. Benbow	C. Lawson
A. R. Bullard	J. J. Kennedy
SAN JOAQUIN DIVISION	
B. F. Wolfe	H. Brandt
D. G. Savory	F. D. Lowe
E. Bishop	L. K. Calhoun
A. Nolan	J. Stinson
I. D. Iler	E. Crompley
C. Fields	C. A. Boggs
C. B. Diamond	A. Swift
A. S. Bedford	F. T. Ralston
F. M. Huffman	L. H. Phillips
W. W. Judy	J. Willis
LOS ANGELES DIVISION	
C. C. Rice	G. W. Lewis
W. E. Stoermer	E. H. Lay
F. J. Schakow	R. A. Fagan
O. H. Verdieck	H. F. Edwards
L. Watson	H. T. Sabin
G. F. Conway	E. B. Bloomfield
W. L. Barrett	E. F. Knoor
A. C. Ward	J. C. McGraw
G. F. Manthei	J. Sears
J. Horgan	G. E. Livingstone
TUCSON DIVISION	
J. H. Menzies	T. J. Durkins
R. L. Anderson	J. W. Moser
H. E. Forquer	F. R. Lathrop
F. D. Shapard	J. J. Linehan
F. E. Riley	C. E. Mills
R. C. Seamonds	F. C. Ollerton
Wm. Holmes	B. F. Breedlove
J. E. Beatty	R. V. Cully
E. A. Dains	C. Wilsey
T. Davenport	M. J. Brady
RIO GRANDE DIVISION	
C. E. McMeans	B. Curtis
C. A. Telford	R. F. Mayes
C. A. Tilson	E. J. Carter
D. T. McLean	B. Pletcher
S. T. Johnston	G. S. Lamb
C. H. Lee	R. C. Wiggins
C. W. Wilcox	E. E. Ellis
J. R. Shannon	P. T. Knight
W. G. Hofer	J. A. Garber
A. Lovett	D. F. Barry
NEW MEXICO DIVISION	
E. W. Cady	J. G. Atkins
J. D. Richardson	R. Hughes
C. A. Smith	L. W. Rowland
H. L. Chambers	J. E. Frame
B. B. Cooksey	F. Abel
F. Myers	J. C. Alexander
C. V. Robinson	H. Keith
E. G. Jacobs	J. C. Baker
J. B. Perkins	J. Adams
N. S. Bell	W. G. Boswell

Motor Driver Responsible at Railroad Crossings

Drivers of motor vehicles legally assume liability if they do not "stop, look and listen" at a railroad crossing.

This was established in Fresno, Calif., in a decision rendered in the municipal court, compelling a local transfer company to pay the Southern Pacific and George Maas, a vineyardist, the full amount of damage they sustained when a train crashed into a truck and trailer loaded with gasoline.

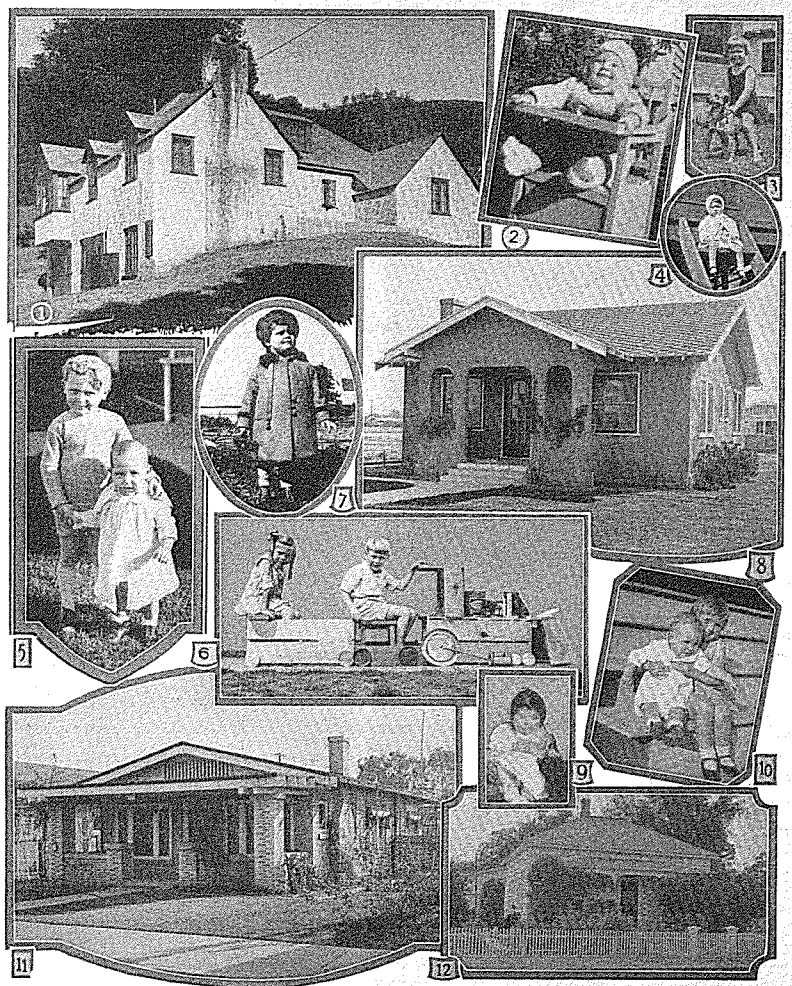
When a Southern Pacific train collided with the truck and trailer at a public road crossing, the gasoline was ignited and fire destroyed part of the train, track, and adjoining grape vineyard. Investigation clearly established that the truck driver had driven on the railroad crossing without taking any precaution by stopping, looking or listening to ascertain if a train was approaching.

At the close of the trial, the court rendered decision against the transfer company, which was ordered to pay for the damages sustained by the railroad and the grape grower.

"I'll Bite"

Preacher—"And there will come a day when the wheat will be separated from the chaff. Who will be the sheep and who will be the goats."

Lone Irishman (in rear)—"Oi'll be the goat. G'wan and tell the joke."
—The Magpetco.



1. Home of R. L. Cary, agent, Los Gatos, Calif.
2. James W., 17 months, son of F. M. Faris, locomotive engineer, Tracy, Cal.
3. Eunice Juanita, 2½ years, daughter of Claude E. Killim, engine inspector, Los Angeles.
4. Babby Lou, 2 years, daughter of R. C. Wilson, welding gang No. 3, Stockton division.
5. Eugene and Mildred, children of P. R. Brown, telegrapher, Bakersfield.
6. Patricia and Richard, children of Mr. and Mrs. M. E. Maurer of Berkeley. Mr. Maurer is consulting office supervisor, general office, San Francisco.
7. Betty Ann, 3 years, daughter of A. L. Campbell, roadmaster, Dunsmuir.
8. Home of P. K. Smith, division auditor's office, Bakersfield.
9. Marion, 3 months, daughter of H. M. Nixon, fireman, Salem, Oregon.
10. Lois Eleanor, 4 years, and George Lewis, 14 mos., children of conductor Lewis S. Kelso, Oakland, Cal.
11. Home of E. G. Schols, division auditor, Bakersfield.
12. Home of T. S. Adair, retired section foreman, Gridley, Cal.

Meritorious service



Efforts of Employes Beyond Line of Duty Commended by Superintendents

FRED A. REHM, signalman, Glendale, while deadheading on passenger train, voluntarily made repairs to dining car lights.

E. D. FORD, engineer, and I. C. CARTER and R. MACKELLAR, firemen, Salt Lake Division, repaired failed engine in service, avoiding big delay to train.

L. L. LEDFORD, pumper, Fairbank, Ariz., voluntarily assisted engineer in making repairs to oil line between engine and tender.

M. F. GAULT, conductor, and C. N. LEMON, brakeman, New Mexico Division, assisted crew of passenger to rebrass diner, reducing delay to the minimum.

C. S. GREEN, agent, Gridley, Calif., by close attention, discovered car loaded with telegraph poles which were loose and striking end of box car.

H. R. WHITE, cashier, Arimona, Calif., volunteered his services and use of automobile and went to distant point to arrange for the care of livestock shipment when consignee could not be located.

JACK SMITH, signalman, Davis, Calif., discovered defective equipment.

M. J. PALMER, signal maintainer, Shasta Division, went out of his way to get section gang to repair broken rail which he had discovered.

JOSEPH GIBILICH, second officer, Steamer Division, discovered fire on wharf and extinguished same before any damage was done.

J. G. DENNY, signal maintainer, Portland Division, assisted in sanding stock cars during noon hour, thereby avoiding delay to train and shipment of sheep.

B. HOUSE, brakeman, Salt Lake Division, rendered valuable assistance when passenger train held up by hot bearing on engine.

G. J. STEVENS, brakeman, Rio Grande Division, voluntarily shoveled coal ahead on engine tender, feeding it into conveyor of mechanical stoker when coal chute was out of order and no coal in chute.

C. J. CROFT, freight engineer, New Mexico Division, voluntarily assisted crew of passenger train change bursted steam hose, reducing delay to passenger train to minimum.

R. WISE, engineer, Sacramento Division, assisted relief outfit to move derailed engine, thus saving considerable time in clearing derailment.

C. A. STARR, conductor, A. P. FULLER and R. QUAYLE, brakemen, San Joaquin Division, rendered valuable assistance in rerailing car with aid of hydraulic jack obtained from outside concern.

W. S. BOLTON, SR., baggageman, Bakersfield, reported and assisted in extinguishing fire on right of way.

Engineers AMOS PHILLIPS *and* H. SHARP, New Mexico Division, returning in auto from fishing trip, assisted engine crew to take down side rods of disabled engine and drove conductor to first telegraph office.

Conductors GARENT and Brakemen HUNT and SHERRILL, New Mexico Division, unloaded twenty cars of sheep when no one was on hand to do the work.

J. A. WILLIS, machinist, Tucumcari, discovered loose engine truck wheel when walking around engine while off duty.

C. C. BELL, section foreman, Guadalupe, N. M., assisted water service department make repairs to pipe line while off his section on Sunday.

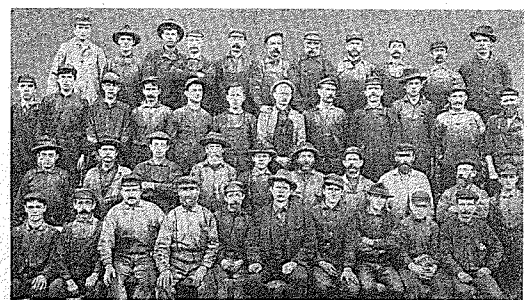
SAM SWOPE, section foreman, Cuervo, N. M. made emergency repairs to water column at night.

Section Foreman KENT, Colfax, N. M., assisted train crew in unloading twenty cars of sheep.

Engineer J. H. BANNON and Fireman J. E. FRAME, New Mexico Division, took coal, water and sand on engine while roundhouse forces were at work on passenger trains, saving delay to fruit block.

G. A. FRENCH, brakeman, Albany, Ore., voluntarily fired engine when fireman was taken sick.

H. J. LONG, agent Aurora, flagged train in time to avoid striking automobile stalled on track.



Wm. C. Money, machinist at West Alameda Shops, sends in this picture taken at the old West Oakland roundhouse in 1898. Top row, left to right—Unknown wiper; unknown wiper; Wallis Ames; Dan McGilvry; John Newton; Henry Olson; Steve Lagovich; Andy Hyde; George Cave; H. Killey; unknown fireman. Second row—Unknown; unknown; unknown; Peggy Sharp; unknown; unknown; Dan Harkness; W. C. Money; Pat McCan; Jack Dolan; Frank Poso; C. Johnson. Third row—Unknown; Dan O'Keefe; C. McCurdy; unknown; Geo. Berling; Charley Allen; Mr. Cunningham; Charley Mumm; H. Rasthall; unknown. Bottom row—Unknown; unknown; John Hand; unknown; George Harvey; George Platburgh; balance unknown.

Thank you



Travelers and Shippers Praise Efficient and Courteous Services of Employes

"WE wish to speak a good word for J. C. GARBER, cashier at North Bend, Ore. His pleasant manner and efficiency are worthy of commendation and we appreciate his efficient work."—Coos Bay Logging Co.

"I wish to call your attention to your ENGINEER J. D COX. I have traveled on your road many times and I never rode behind a finer operator. His stops and starts were so even that one scarcely knew the train was in motion. I realize that a long train is hard to handle without a jerk, but this man does it."—Mrs. Kate K. Stratton.

"I wish to express the appreciation of my sister for the most kind attention and consideration shown her by the crews of Nos. 59 and 52 on the night of February 2, when, through the wonderful efficiency of your dispatcher's office, she was transferred at a point in the desert and returned home when I got word after her departure that her son had died. This is the second time I have had occasion to learn of the earnestness of your employes to serve your patrons."—D. Kelly, Hollywood.

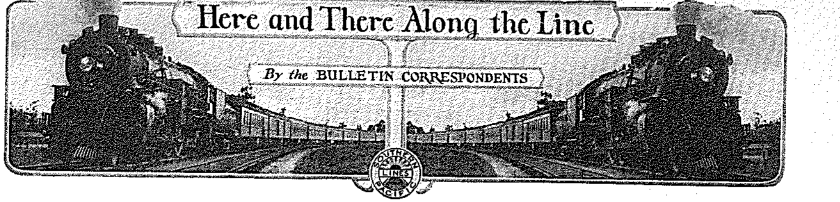
"Going to Portland from San Francisco, I rode on your Cascade Limited. The decorations of your train impressed me. A passenger with whom I talked also mentioned the good taste shown. When later riding on the Canadian Pacific an interior decorator asked me if I had noticed the Cascade furnishings. I decided to write and tell you."—A. Vere Shaw, New York City.

"I wish to call attention of the management to an act of courtesy of J. T. Overton, brakeman. Opposite me in the car sat an old man about 90 years of age. On his effort to leave the car, the brakeman helped him very carefully to arise, and, taking his heavy bundle in one hand, helped the old man out of the car and down the steps. This appealed to me so forcefully that I thought it might be refreshing to you to hear of it."—G. J. Gray, Oakridge, Ore.

"I am having the pleasure with our party of five in being the guests of F. T. SULLIVAN on the Cascade this date. It is such men as Mr. Sullivan that makes one feel like always taking the S. P. route. The food on the diner was excellent, the service without fault, and the courteous treatment by Mr. Sullivan made the time spent in the diner a real pleasure."—P. L. Platt, Danville, Ill.

"On my trip on the Shasta, I had occasion to use the services of your barber, EDWARD MAKAVECKAS, and wish to compliment you on having such a good man in your employ. He was an excellent barber and one of the best who ever served me."—James Tyson, San Francisco.

In a letter to J. E. CLARK, agent, Roseburg, Ore., Lillian M. Frasher, of Wilmington, says: "One of the things that stands out as being worthy of a sincere thank you was your courtesy in complying with my many requests such as hotel and return Pullman reservations. It was indeed kind of you, and I want to assure you that I appreciate what you did for me."



Stockton Division

R. A. Scobey   Supt's Off.   Stockton

We are glad to say that the much-talked-of business depression has not yet reached the Stockton Division to a great extent, as there is only a slight decrease this year as compared with last year, and, from the present outlook, we will soon begin showing increases over last year. All reports received from our district freight and passenger agents are very optimistic for the remainder of this year.

It also looks as though considerable construction work will be in progress on the Stockton Division this year. Expect to soon start ballastin~ 25 miles of double track between Tracy and Akers, which will give employment to at least 100 men for several months. Also expect to complete and place in operation centralized-dispatchers controlled system between Stockton and Brighton within the next month or so.

On March 22, the new subway at Fairmead was placed in service.

On March 3, the new line constructed between Biola and Kerman was placed in service.

Headline—Miss Eva Bond marries Norman E. Hilton. This matrimonial ship was launched on Friday, March 14. The bride has been for some time connected with the S. P. Company in the capacity of relief telephone operator and the groom is one of the most popular employes of the superintendent's office. Their many friends join in wishing them much happiness. . . . Fred B. Pope has returned to the office after spending several months inspecting construction of subway under new Biola-Kerman extension on Whites Bridge Avenue, Kerman. . . . Signal Supervisor T. Armstrong has returned to the office after spending several days confined to his bed due to a case of measles. . . . Miss E. Snyder, stenographer in superintendent's office, has left the service of this Company, having secured a stenographic position at Lodi, California.

Joseph Gray, Stockton Division gardener, has been experimenting hybridizing roses. He is now trying to produce a cross between the Fireflame and the Bell of Portugal, and, if it is a success, will call it the Bell of Stockton.

Tracy Notes

Engineer E. C. Merrill has been called to Youngstown, Ohio, by the death of his brother. . . . The home of Machinist R. Christian has been gladdened by the arrival of a son. . . . Sympathy is extended to the family of the late Wm. J. Cocking, who was employed as hostler at Tracy roundhouse for a number of years. He leaves a host of friends to mourn his passing.

Division Storekeeper C. S. Jones was absent from duty for a few days due to a case of the flu. . . . A. R. A. clerk, Chester Delosier, employed in the master mechanic's office at Tracy, thinks he is going to take a trip to Maryland this summer to see the folks. Mrs. Delosier thinks not. Watch this space for future developments. . . . This space is reserved for an important announcement concerning a certain party employed in the telephone department at Tracy.

Section Foreman Tony Kahagas of Daulton has recently returned, after spending several months in his native land of Greece. Tony brings a wife back with him, and Roadmaster Barlow now feels that there is nothing further to worry about on the Daulton section, as Tony will no doubt be on the job for a long time. . . . We note in the Ripon Record of February 21 that Foreman Frank M. Knight of Ripon has taken on a stage career, having been cast in the role of "Father" in the all-star male cast of the Ripon Follies, which was sponsored by the American Legion for the benefit of the rural fire department which is being organized for fighting rural fires. For some reason, Mr. Knight could not make the role of "Chorus Girl," possibly because he does not "Kick" enough.

Shasta Division

F. Brown   Sup't Off.   Dunsmuir

On March 14, thirty-five employes assembled at Dunsmuir for the purpose of organizing an S. P. employes' athletic club. Chief Clerk W. L. Minor was appointed chairman of the meeting, but, owing to illness in his family, was unable to be present. However, the meeting was called to order by D. O. Graham and F. E. Zinn, who acted in Mr. Minor's absence. The club intends to support and encourage all athletic activities among Shasta Division employes and, if possible, enter athletic teams in competition with those of other divisions. Any employe, regardless of sex, is invited to become a member of this organization, and, if further information is desired, communicate with W. L. Minor or D. O. Graham at Dunsmuir.

Klamath Falls played host to the S. P. Club of Portland, San Francisco and Sacramento, who met for a bowling tournament on Sunday, March 22. Don Chambers, trainmaster's clerk at Klamath Falls, made arrangements for the comfort of the visitors. A detailed account of the tournament, with scores, will be found in another section of the Bulletin. . . . Conductor R. C. Morris contends he should wear his gold conductor's badge on his local freight run, after the experience he had with a hobo passenger who requested he show his credentials. . . . The sartorial splendor of the division auditor's office has been further enhanced by H. S. McIntosh, joint facility clerk, who recently appeared in an elegant shirt, combining the colors of champagne trimmed with black. The boys are wondering if Mac's future selections will reach the proportions of his ancestral plaid. . . . The Lion Tamers of Klamath Falls will now accept applications from all titian-haired employes. All prospective members are requested to get in touch with "Red" Allen.

D. Olmos, of the division auditor's office, has transferred to the Sacramento division office. A. Robinson, roadmaster's clerk at Dunsmuir, has transferred to the division auditor's office, the vacancy thus created being filled by G. C. Hill. . . . C. J. Pearce, division storekeeper, has returned from a visit to his parents in Cleveland, Ohio. Division Engineer Given has returned from Chicago, where he attended the sessions of the ARA convention. C. J. Wallace, traveling auditor, who recently suffered a broken ankle, has returned from the general hospital, but still must use crutches to get about. . . . E. Constable, water service clerk, has entered the hospital for treatment. . . . Mrs. Eagles, ticket clerk at Dunsmuir, has recovered from an attack of the flu and has now returned to her duties. . . . Brakeman F. E. Smith has returned to work at Klamath Falls after being ill of pneumonia for a month.

COAST DIVISION FIREMAN MARRIED

Fred Todd, a fireman on the Coast Division, living at San Luis Obispo, was married during February to Miss Georgia Calloway, also of that city.

Immediately following the ceremony, the happy couple left for an extended honeymoon in San Francisco and the bay region.

The groom is well known in San Luis Obispo, where he has lived for some time, and has a wide circle of friends. The bride, a popular young lady, has spent most of her life in San Luis Obispo, and since 1927 has been employed as secretary to a local attorney.

Sacramento Shops

Mark W. Cram   Supv. of Apprentices

Henry Giles and Star Harris have both contracted indigestion in a race to see who could collect the most free tickets on an automobile being given away by a certain restaurant. We understand Star had one hundred and ninety-two collected, while Henry had to use a baling machine to keep his together. Now that the drawing is over, and they didn't even come close to winning, we understand they are to go back on a noodle diet at a local Chinese chop house. . . . Ed Corlet, the songbird from the Isle of Man, now has competition in warbling the high notes. Wilbur Smith, the versatile lad from Florin, not only pitches a mean game of horseshoes, but also sings in the choir. . . . With the coming of spring, Bob Aldrich is working night and day endeavoring to get his "Red Bird" in running condition. We maintain the car is wrongly named; it should be the "Red Bear," since it hibernates and refuses to run all winter and only begins to "perk" after the warm weather sets in.

Joe Shepherd, patternmaker helper apprentice, has taken up photography as a sideline. The accompanying picture shows him with a kodak presented by the boys of the pattern shop. Close inspection shows it is the type known as a "Patternmaker's Camera," but Joe is trying to take a picture with it anyhow. . . . Russel P. (Grandma) Clark, draftsman, is riding around in a new Graham-Paige these days. Nifty—we'll say. . . . Benjamin T. (Farmer) Brown is "Singing in the Rain" these days. He reports great expectations for the crops on his ranch this year. . . . Dewey Hawke, another draftsman, is receiving the congratulations of all the drawing room force on his debut as a minstrel. By the way, Dewey, can you dance yet? . . . Wonder why Tommy Niland goes to Hollywood so often? That's one of those things ye correspondent will have to discover.



Joe Shepherd with his patternmaker's camera.

Eddie Frichette has not yet been notified that winter is over. He still carries his umbrella, wears his red-flannel underwear, three sweaters and a raccoon coat. . . . Barnum was right! And How! There's one born every minute, and sometimes twins. Ed Manger, foreman in erecting shop, recently bought a ticket to the S. P. Club ball game,—at least that's what he thought he bought. It was a ticket all right, but not to that ball game. Those who enjoyed the cigars purchased with Ed's half dollar wish to thank him for his generosity through the Bulletin news column. . . . Arch Cunningham, of the store department, is another victim of the ticket "shake-down." . . . F. W. Bunyan, steel foundry foreman, recently journeyed eastward to the Atlantic Coast and there married a boyhood sweetheart, who had journeyed from London, England, to meet him. Fred's powers of persuasion must be wonderful, and we all wish him lots of happiness.

Congratulations are in order for Boilermaker R. R. Joslyn. He recently had to have the buttons on his vest moved over to make room for the expansion of his chest. It was a boy. . . . We extend our sincere sympathies to Olivette Williams, who has been away from her desk for some days undergoing an operation. We hope to see her smiling face among us soon again. . . . Frank Hickey, boiler department foreman, recently left Sacramento for the Baldwin Locomotive Works in Philadelphia, where he will remain for a number of months inspecting the new locomotives being built for the S. P. Co. . . . Paul Geisler, coremaker, recently made a hurried trip to Reno and brought back a wife. The lady was Miss Anna Schurger. Congratulations and best wishes, Paul. . . . Glad to see Andy McLaughlin, foreman C. S. No. 3, back on the job after a severe attack of pneumonia.

Another new car blossoms forth. Bob Hery, insurance clerk, owns this one. It's a new Dodge. . . . Ed (Tony) Brendel claimed the cause of his absence the other morning was his furnace blowing up. And somebody asked him "What kind of yeast did you use?" Wise crack No. 999099. . . .

Recently the shop crafts association at Sacramento presented the Southern Pacific hospital with a fine radio, with extension RCA lound speakers in each ward. We consider this a fine thing to do, and the shop crafts committee is to be commended on its thoughtfulness toward those who suffer.

General Offices, S. F.

N. Passur   Room 942   M. Casey

Maintenance of Way

C. M. Laws, supervisor of work equipment, has been confined to the hospital for the past few weeks. . . . John McGough, ex-Fremont High chucker, has been working out with the S. P. ball team. . . . L. W. Allen has a new radio and also the distance bug. His D.X. log will stack up against any of them. . . . Paul Henricks, Mr. Kirkbride's line secretary, returned from the M of W rules committee meeting, which was held at El Paso. . . . Henry Peterson recently received a commission in the Boy Scouts. . . . L. L. Wiley, Mr. Jaekle's secretary, is back on the job after a sick spell. . . . T. F. Haggerty is planning a wildcat hunt. City life is too tame for Tim.

Valuation Department

Mr. Eddas, better known as the Muggsy McGraw of the 10th floor indoor ball team, had his charges going through the motions on March 11, vs. the freight traffic department, and the 10th floor team took it on the chin to the tune of 6 to 0, due, chiefly, to the absence of some of the old timers, and it is evident that their absence was sorely felt, and they are now being hurried into training. Such ball players as Bradley, Grant, Addams, Sweeney, Tam, Allen, James, Trace, Oyarzo, McGough, Roschea, Hinks, Martinez and Carmickeal should go along a long way in any league. . . . Spring is here, as the boys are trotting out the new clothes.

We are sorry to hear that the famous Frank "Pudge" Curry has left us, and rumor has it that he is to enter the professional ranks and teach golf. . . . A valuation department bowling league is being formed and it is hoped that some six or eight teams will be formed and that the ball will be rolling in a week or ten days. . . . Someone caught "Schnitzel" Addelson coming out of the Swedes with a smile on his face like the proverbial fox. Rumor has it he had just finished a double order of pork and mashed potatoes covered with brown gravy.

Drafting Rooms

John Sorocco, our filibustering lawyer, left us to work for the Standard Oil Co. . . . O. Mahnkey and Albert Haennlen transferred to vestel department. Quite a jump from an "S. I." to a mechanic. How about sending us some Flat Car Keys? . . . Fred Zwiefelt is working in Albert's position. . . . Our good friend Captain Rideout was pensioned April 1, and that makes it an April Fool's Joke on us, because his kind assistance and help will be missed by all. . . . U. S. Attix, A. G. Humphries and C. A. Clark got a big kick out of the cartoon in last month's Bulletin, submitted by Walter Norton of the L. A. Division.

Frank Dunleavy doesn't like the way our colyum is being run, saying that it is "the drippings from a dizzy desk." From an old Webster dictionary, we find that colyum means a "row." Well, you might be right, Frank. Bray is sure that Dunleavy is right, because he engineered one recently. . . . We wish Bruce Gallup a speedy recovery from his ailments, and, if he feels ambitious, he need only say the word and we will bring him some indexing cards to be brought up to date. Wallace will have a perfect Van Dyke if he stays in the hospital long enough. . . . We have experienced quite a change in our forces: Pete Bayovick has returned to Van Zandt, Joe Mayer and W. H. Alderson transferred their affiliations to H. Marshall's gang, while Fred D. Krull, C. T. Naasson and G. A. Stackpoole have left us.



"The Two Jeans." Jean (left), daughter of G. W. Brown, brakeman, Gerber; and Jean, daughter of L. J. Schooling, switchman, Gerber. Both of the girls are 9 years old.

Al Kaemper finally bought a Victor radio, saying that tone is what he wants in a radio. . . . Cecil Norris informs us his wife's aunt passed away on March 11. . . . Secrets will out, and now we learn that H. Marshall was the state champion pole vaulter while attending high school; maybe that's why he always manages to stay on top of his jobs so well. . . . Mr. Adams from the Eugene treating plant spent a few days with us in order to discuss improvements for his plant. . . . Jerry Jackson came around to say hello to his friends. At present, he is chief draftsman for the Richfield Oil Co. That's going up the ladder fast.

According to A. A. Robinson's own words, he can brew the best cup of coffee that he ever tasted. Maybe his wife started something by taking that trip. . . . R. S. Bennett is putting on the dog by getting one of those Telecron electric clocks with chimes, but he sealed his doom because those clocks are a dead give away when one sneaks in about 3:00 A. M. . . . R. P. Bray had a lot of fun and experience as an amateur prosecuting attorney recently when his new spare tire was stolen from his car. After all was said and done, he received $44. That's better than getting nothing. . . . Frank Jeans bought a new Hudson "8" sedan,—kind of ritzy for a draftsman. . . . Cecil Norris acquired a Buick coach and F. Hackley is shopping for another car. Now, who can say that prosperity isn't here?

Car Record Office

Now that the Misses Gill and Schomberg have rejoined us, after a stay in the hospital, we find Henry Flemer taking their places. We all hope for Henry's early recovery. . . .

Our "Bowling Boys" just had to win their league title. You can identify them by the gold medals that they are sporting around the office. Their next objective is to trim the duplication No. 2 team for the building championship and a silver trophy. Final averages were: McCreery, 168; Seib, 166; Erdner, 160; Whittle, 157; and Davidson, 143. . . . Jack Orthman, during his leave, has gone to New Orleans. We'll bet Jess and Fred supplied him with plenty of addresses, after the reports we hear of their trip.

The Oakland police answered a riot call last week, and found three of our shining clerks peacefully dividing fifteen gallons of oil, for their machines. Dodson, Key and Cheyrias pooled their resources to buy the barrel, and used a pint beer bottle as a measure to divide it. . . . Some observations: Does June Fulton really like to have Marvin Key send those rubber band missiles her way? . . . Just how many "wimmen" has "Handsome" Larson got chasing after him? Must be personality plus. . . . What would Thelma Fitzgerald do without her ink remover, Lillian Sousa her many fashion-plates, and Milly Bruce minus her press reporter? . . . Can anyone tell why "Hal" Parson has to wear a coat whenever he goes on time-tracers? Why not in the old shirt-sleeves, Hal?

Freight Traffic

Miss Edith Johnson was among the passengers who sailed on the steamer "California" on its February 15 sailing for New York, returning by train during the latter part of March. . . . We express our sympathy to Herbert Sweeney, whose father passed away on February 22. . . . Joe Hardman reports that the snow at Yosemite on Washington's birthday was wonderful, being just right to thoroughly enjoy his bridge game alongside of the fire.

In the last issue of the Bulletin, notice was given of the retirement of P. W. Gates. On the afternoon of March 5, at an impromptu gathering in the office, he was the recipient of a radio set presented to him by his former fellow workers. It is hoped that this gift will afford him many happy hours in his new home at Gilroy. . . . Among the bowlers from this office who represented the S. P. Club at the bowling tournament at Klamath Falls on March 2 was Harry Garben, "Les" Moore, Charlie Rodney and Perry Runyan. They tell conflicting stories as to the cause of their downfall, but, we understand from them, that the oblate balls used in this tournament were the greatest contributing factor.

A great pall has fallen over the feminine members of the office force since Dick Skane left March 18 for Tracy, to which point he has been transferred as train master's clerk. . . . In a practice game of indoor baseball on the evening of March 12, freight traffic triumphed over a team composed of members of the valuation and motive power teams, by a score of 6 to 0. Although still rusty in spots, freight traffic gives promise of giving plenty of trouble to all "comers" this season. . . . With apologies to Mr. Ripley of "Believe It or Not" fame, may we suggest to Tom McGinnis that, although the proper manner of egress through a door is through the door, still it is not through the door.

Auditor's Office

Josephine Trueb bid a fond farewell to the typing bureau on the first of March, to concentrate on K. P. duties, etc. To honor her leave-taking, a delightful luncheon was tendered her at the Hotel Stewart. . . . Confidentially!—Hear Ye! Year Ye! 517 now boasts of an orator (one who gives speeches). . . . In answer to the many queries received in the typing bureau, the new office boy's name is Henry Hudson; rumored that he is none other than a direct decendent of the founder of Hudson Bay and all points south.

Romance is still budding and blossoming. Those of us who are not color-blind in 517 have been noticing quite a bit of "The Wearin' of the Green." We admit it looks serious. . . . On March 2, the "Great Walter Sheffield, "Bud Carroll," Charlie Maurer and wife represented the auditor's office in the S. P. Co. bowling tournament held at Klamath Falls, Oregon. The trip report is very favorable, but the bowling report is not so hot, because the boys with the derbies from the big city were taken for a cleaning. . . . The close of the bowling league season of the general offices left the auditor's team next to the cellar position.

McInery, Kelty, Wickman and Maurer have expressed their desire to defeat all comers in a building 18.2 balk line billiard tournament, upholding the reputation of the audtors. . . . The recruits for the auditor's indoor team have started their noon practice and are showing lots of fire. A practice game was held the other night with miscellaneous accounts, resulting in a 9-to-2 victory for the auditors. Among the shining stars were Carl Filene, umpire, and Freddy Ahlf on the dentist's chair.

Auditor of Disbursements

Handy Lande: Handy Lande, sweet as candy; To disbursements came, To install pep, into the vets Who had become quite lame. For about a week, this eaglebeak Was full of vim and vigor, But sad to state, at this late date, He can't withstand the rigor. Oh Mr. Lande, now not so handy, Go forth and spread the news To the boys not wise, of how us guys In disbursements are abused.—Juss Qeer.

Capital Expenditures Office

Spring training for indoor baseball has begun in this office and everybody's all set and rearin' to play their first game of the season, Monday, March 24, with freight traffic. The following players have signed up, including some of last year's champions: Maloney, Corven, Martin, Radloff, Cuneo, Ragsdale, Rogers, Jackman, Wemett, Benson, Lyons, Knox, Green, Ingerman, Meda. By the time this issue of the Bulletin has gone to press, freight traffic will have had a hard battle with capital expenditures' team. . . . Jack Green and Rinaldo Meda won their first round handball match, winning without any trouble. Herman Radloff will play his first round match in the near future. With three players like the above, there's no saying what may happen in this office.

With the departure of John Maher to the wide, open spaces for a sojourn of three months in quest of better health, Paul Horounjeff is now deep in the intricacies of

real estate transactions and has hopes of keeping up the good work. Why not invest in property, Paul? . . . Page Mr. Ripley; a girl with the name of Flanagan forgot all about St. Patrick's Day. And, by the way, they all ribbed Nell for wearing green. "Isn't she Irish enough without wearing that color?" was the general remark. . . . You've heard about the cigar store Indian on Powell Street, but did you ever meet a fellow who could walk eighteen blocks to work with a cigar in his mouth and never light up? You didn't break your arm, did you, Frank? . . . Al Palen is hot on these dilatory DB's. Looks like someone will be taken for a ride if they don't show some speed.

Capital expenditures office is surely not missing anything; even Cupid found its way in: Ed Rogers will soon be taking the fatal step—he is to be married. Best of luck and good wishes, Ed. . . . Some fellows get all the breaks. Herman was lucky to have a husky porter in the Pullman on his recent trip to Klamath Falls; otherwise he'd be traveling yet. . . . Bad pennies always come back—Rags has returned to his old haunt, the roadway bureau. . . . The change in lunch period of this office from 1:00 to 1:40 to 12:30 to 1:10 for a certain young individual with the surname of Martin is just too bad, as it also is for a certain young miss in the disbursements office. . . . The new timepiece installed recently in this office is surely working overtime by the eyes of the hit and miss propositions of this office. . . . Famous last words: "Webby found the 510 I was looking for."

Auditor Freight Accounts

Echoes from the Klamath Falls trip: Jack Roberts took a basket along to hang around his neck to prevent his tongue from being stepped on. Due to kind-hearted friends, the basket wasn't used, at least for the original purpose. . . . One of the married men won $6 playing stud, but unfortunately his wife was along and took charge of the velvet. Ye scribe can vouch for the fact that "the house" never buys a drink in Klamath Falls. When it comes their turn, they call the officers.

The least said about our bowling at Klamath Falls the better we all feel. The Portland bunch added insult to injury by pitting a lady bowler against Ed Hurley of the No. 3 team—and the female walloped Ed plenty. . . . At the banquet, Hurley was official purveyor of refreshments to the waitresses. He seemed to forget the poor little sick girl he left behind in San Francisco.

Found: a running mate for Goldie, and the owner is none other than Jack Lindsay. It will be christened Elizabeth just to give it courage. How about a little race between Goldie and Elizabeth?

Freight Claims Department

The boys have turned out very well in entering the handball play this year. Fishel, Kopke, Greene, Kiehne, Fletcher and Blaikie have entered. . . . The claims department bowlers did not fare so well recently at Klamath Falls. Some of the old timers did not go and this weakened the team. . . . Baseball prospects are very bright and S. O. Montom is being urged to handle the team. Oscar is an old timer and still could hold his own behind the plate with Seattle. . . . The freight claim orchestra is progressing very nicely and maybe will give a dance soon if the same improvement is shown. The personnel of the orchestra is: Ed Ryan, piano; H. Patterson and L. Chenoweth, clarinets; Ed Bowmer, banjo; J. M. Johnson, violin; John Fishel, trombone; H. Wilson, saxophone; R. Wilson, trumpet; and F. Kielme, drums. For engagements, see H. Patterson.

Vacation time is coming. Max Scheuttig hears the ripple of Rio Grande and time may soon find him with one foot slightly raised defying Volstead in a little town 7c away from El Paso. . . . Our friend Chas. Miller is back after a very heavy cold had incapacitated him for a few days. . . . Gus Goynor had already placed the Y. M. I. basketball team in Kansas City for the tournament, and routed S. P. There was only one drawback—the Olympians. Gus is falling back on St. Marys; that is, their football team.

Auditor Equipment Service Accounts

By the headlines in the paper, Wayne Dean, prominent Alameda social figure, is playing in the finals of the Alameda social and prominent citizens' golf tournament. Mr. Dean, when asked about his game and how he kept fighting for the finals, said: "By chewing Granger rough cut." When asked how he came to take up golf, he replied: "They were giving golf clubs away with a package of chewing gum." He says his favorite shot is his spoon, whatever that is. He was telling us that every time his opponent hit the ball in the rough he would have his young son help the gentleman find it, but, instead of giving him the ball, he would hide it on the poor fellow. We hope that this socially prominent Alameda golfer will not play Bobby Jones, as we would hate to see Bobby beaten. By the way, we are planing a wonderful big banquet at Julies' for Mr. Dean, as he will only eat in high class places. Bring your own sandwiches, coffee and doughnuts. For particulars, see this socially prominent Alameda golfer, Wayne Dean.

Ray Woodward is going to take on Bill Tilden in a tennis match after he takes a few lessons. Attaboy, Ray. . . . Miss Fields came back from her vacation with a smile on her face. . . . What's wrong with the bowling team? They're all right! If Bill Whittle would roll the ball down the right alley, we might have lost the division championship. Due to the teamwork of Ed Erdner, McCreary, Bill Whittle and Freddie Sieve, we won the championship; pretty good eh! Lucky for the car record office they had McCreary and Erdner to bowl for them, or they wouldn't have had a chance.

San Francisco music lovers take note: Hic Davis is keeping the neighbors awake these nights with his high-powered eight-to-ten-piece jazz or otherwise orchestra. He is dickering for the services of Art Sekany, famous saxophone player, and Loyde Joyce, singer of note. In an exclusive interview to the Bulletin reporter, Mr. Davis disclosed plans for the inaugurating of a series of open-air concerts, but emphatically denied that he was trying to run competition to the Salvation Army.

Salt Lake Division

H. E. Watts — Trainmaster's Off. — Ogden

Ray Dowdell, correspondent, has been assigned to other duties, and Howard Watts, of trainmaster's office, Ogden, will now give you the Watts Watt on the Salt Lake Division. . . . Geo. Snivley, head file clerk, having killed his allotment of rattlesnakes and filled sufficient number of gopher holes at Lakeside, where he has been for the past three months regaining his lost youth, has returned to the office with a color which we are in doubt as to whether it is sun tan or the blush of youth. . . . Lest you think Nevada is all sagebrush and sand, inhabited only by jack rabbits, allow us to present the genial and efficient clerk-stenographer of the store department at Carlin, Margaret Berning, better known to her many friends as "Peggy." The smile she wears in the snapshot is guaranteed to not rip, ravel or run down at the heels, and is as perpetual as the traditional sands of the neighboring hills. Yes, she's single—yet,—but it is rumored a tall, dark man is busy with intentions of leading the fair lady to the altar. However, Peggy refuses to be intervied on that subject.


Margaret Berning

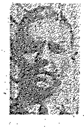
Miss Edith (Skeeter) Stone Morkrum, printer-operator, Ogden telegraph office, has been prancing around with the air of Mrs. Astorbilt fresh from the Ritz. We hear it is account of a new party dress which Skeeter is to display at a spring fashion show. . . . This being the month which ushers us into spring, a time when all the buds shall burst forth to display all their beauty and glory, we find another bud, Gilbert "Bud" Gillett, assistant file clerk, Ogden, bursting forth with a new Ford. So, woe be unto the traffic signs and signals, for we understand, he has forsaken the old Mosaic law and does not believe in signs. . . . As calm as they may seem, we find two of our very modest young ladies are up in the air,—not aviatrices, but radio. On March 2, Miss Iris Smith's beautiful soprano voice floated out into the air from station KLO, Ogden. She was accompanied on the Baldwin by Miss Martha Mortenson. Both girls are the pride and joy of the calculating bureau, Ogden.

The dreams of Carlin, Nevada, have at last come true, for a new club house has been erected and is found to be very adequate and confortable for the employes required to lay over at that terminal. The new structure is 165 feet long and contains 42 guest rooms with two single beds each, modern in every respect. The lunch counter seats 21 and the dining room is fitted with 18 tables. Automatic mechanical refrigeration safeguards the foodstuffs. The club room contains card tables, pool tables, library, and a modern barber shop. Through the courtesy of the D. C. R. & H. department, a radio has been installed and every evening "except Sunday" the Amos 'n Andy club assembles to get the low down on the Kingfish and Madam Queen. The new club, erected at a cost approximately sixty thousand dollars, is under the management of Frank Hughes.


Frank Hughes, Manager Carlin Club

In all that has been said about the Lucin cutoff, there seems to be some doubt as to the exact date the ground was broken and work started west from Ogden. From the information we are in possession of, we learn that, on March 17, 1902, St. Patrick's Day, the citizens of Ogden formed in a parade, each being adorned with a green badge furnished by D. A. Smyth, a business man of Ogden, Utah, proceeded to a point west of Ogden, where each citizen in the parade threw a shovel of dirt, marking that day as commencement of the Lucin cutoff. This information was furnished by Conductor T. F. McGovern, who was present at that time and did his bit of shoveling.

The needs of the good car Salt Lake are now in the capable hands of J. W. Graves. Joe, formerly car clerk at Carlin and stenographer in the master mechanic's office, Ogden, is now secretary to Mr. Donnatin, superintendent. . . . Harry D. Jones, train dispatcher, Ogden, has returned to duty after having undergone an operation in the general hospital, San Francisco. . . . Train Dispatcher Irwin S. Ruth appeared on crutches one morning recently, and, after considerable questioning, found that, while shoveling snow off of the top of his house, Babe went into a tail spin, causing him to make a forced landing, injuring his foot. We wish Babe a speedy recovery and suggest he keep both feet on the ground in the future. . . . B. D. Richart, trainmaster, Ogden, is in the San Francisco general hospital undergoing treatment. He has our best wishes for a speedy recovery. . . . R. C. Faulkner, brakeman, who has been in the Ogden and San Francisco hospitals for some time past, has returned to the division, fully recovered.


J. W. Graves

E. C. Puryear, telegrapher, Ogden, was recently re-elected local chairman of O. R. T. for Salt Lake Division. . . . Believe it or not, he was running for a street car, when A. W. Sheppard, accountant, Ogden, hit one of those rolling stones and sprained his ankle. He positively states he is not now a contender in the Olympic games this year.

The lost has been found. J. W. Burbidge, transportation clerk, Ogden, has found his corn cob pipe. We need no longer fear the aroma of the packing house. . . . Mrs. Edna Frye, stenographer, superintendent's office, is confined to home account of illness. We hope to see her smiling face with us again soon. . . . We understand the beautiful blond calculator, Stella Maurice Thomas, superintendent's office, is running Irving Berlin a close second. She endorses the following selections: "If I Had a Talking Picture of You," "Singing in a Bath Tub," "Wouldn't That Be Wonderful!"

While our correspondent doesn't say much about it, he took the Shrine at Salt Lake City on March 22. His unsteady bearing and diffident demeanor bespeak the fact that they "gave him the works." Howard says he can't even look a Camel in the face henceforth.

Rio Grande Division and Sacramento Shops Lead in Safety

For the year 1930, safety banners will be awarded on same basis as for the year 1929, one to the steam division and one to the general shops showing the lowest number of casualties to employes per million man-hours, and one to the East Bay electric and steamer divisions provided reportable casualties to employes are less per million man-hours than the lowest steam division.

Below is standing of divisions and general shops for the month of January:

Division	Number of Casualties	Man-Hours	Casualties per Mil'n Man-Hours	Rank
Rio Grande	..	615,866	....	1
Salt Lake	2	921,280	2.17	2
Portland	3	847,388	3.54	3
San Joaquin	2	553,457	3.61	4
East Bay Electric	1	182,898	6.13	5
Shasta	4	587,402	6.81	6
Western	8	1,044,258	7.66	7
Coast	11	1,352,663	8.13	8
Stockton	4	472,353	8.46	9
New Mexico	3	350,293	8.56	10
Tucson	8	641,681	12.47	11
Steamer	2	149,161	13.41	12
Los Angeles	17	1,139,934	14.91	13
Sacramento	40	848,459	47.14	14
GENERAL SHOPS				
Sacramento	3	631,017	4.75	1
El Paso	1	191,298	5.23	2
Los Angeles	4	326,473	12.25	3

Portland Division

L. W. Johnston — Supt's Off. — Portland

We extend our sympathies to N. Martini, trucker, Brooklyn store, whose mother died in Springfield, Ill., recently. . . . With the 1929-1930 bowling season practically ended, the motive power department team appears to have the situation well under its wing as far as first place in the league is concerned. . . . Albin K. Gibbs, pipefitter, Vearl O. Thomas, roundhouseman, and L. G. Helbock, engineer, Eugene; J. H. Quinn, engineer, and F. Schaffer, fireman, Brooklyn; and Arthur P. Starr, freight car builder, Dallas, are absent, due to illness. We are looking forward to a prompt recovery, that they may soon be with us again. . . . Additional storage tracks are well under way at Brooklyn, and, when completed, will provide for storage of approximately two hundred cars of export lumber and other commodities awaiting arrival of boats for loading.

Anyone in need of a pair of bolt nippers please get in touch with Bill Fisher of the division auditor's office, Portland. . . . We are grieved to hear of the passing of Clarence W. Bunday, drawbridge helper, North Bend, on February 18. . . . We wish to express our sympathy to M. Stevens, bridge inspector, northern B. & B. district, in his recent bereavement due to the death of his father, John H. Stevens, pensioner and former B. & B. foreman, who passed away February 19. . . . Tom J. Dugan, auditor's office, Portland, spent three days figuring out a way to avoid paying the three cents income tax due Uncle Sam, but to no avail; he waited his turn in line. . . . We are glad to have J. Paulson and L. J. Mecum, engineers; Newton E. Metz, laborer; T. Schaffer and B. A. McCarl, fireman, Brooklyn; Harry Cottell, car builder, Marshfield; C. V. Pfaff, engineer; C. W. Key, locomotive inspector; and John Naugle, machinist, Eugene, back to work after being confined due to illness.

Believe it or not, H. L. Walter, chief clerk to assistant general manager, Pacific Bldg., Portland, entertained his friends at a luncheon recently. . . . O. Kirkpatrick, traveling accountant, headquarters at San Francisco, was on the division during last month. . . . Although Harold P. Kelley, our local cartoonist, has called at the Recreation Alleys, Portland, on several occasions, he has not been successful in making connections with Mr. Foul. . . . Otto Reifschneider, payroll voucher clerk, Portland, is the proud owner of a new Ford. We are waiting for a chance to try it out. . . . Bill Burrows, division auditor's office, Portland, has tried every make of radio known, and, after using them long enough to give them a good tryout (yes, wear the newness off), would take offense at the color of the wire in the set or manner in which the ground or aerial was connected, so he would try another. We have it, after two unsuccessful years of 30-day trial radio sets (we call it successful), he has purchased a radio.

We extend our sympathy to S. A. Gay, car and bill clerk, Silverton, in the recent death of his brother. . . . H. A. Hampton, division engineer, has returned from M. of W. convention held at Chicago, during the fore part of March. . . . Good progress is being made on an additional hop warehouse at Independence, which will be completed before hop season commences. The new building will be 70x117 feet and will provide ample storage for this commodity. . . . We have it, Joe Higgins, assistant head file clerk, Portland, is on the road to succeed Mr. Edison. Joe is in the act of placing air brakes on his Chevrolet coupe. We suggest leaving the present brakes intact.

Our heartfelt sympathies are extended to E. K. McCoy, telegrapher, Wicopee, in the recent death of his father. . . . M. L. Simmons of the division auditor's office, Portland, has purchased a Chrysler car. He calls it a 52. We don't know if he means made in '52 or the price was .52c.

So well-known has the dramatic ability of the Portland Division S. P. players become that they are now receiving requests from outside organizations for presentations in the interest of charitable and civic enterprises.

"The Boss of the Bar Z Ranch" was put on March 20 at the U. S. Veterans' Hospital, Portland, for the entertainment of the patients, and afforded them a great deal of enjoyment.

The play was repeated the following night at Oswego, under the auspices of the Oswego Parent-Teachers' Association, the players receiving a portion of the proceeds, which will go into the Employes' Club treasury.

The play is a western comedy. The leads were played by Larea Cayot and Harold Kelley.

Others in the cast were Rita Boynton, Bessie Harper, Bob Kelley, O. C. Reifschneider, Jerry Mann and John Deis.

The postman recently delivered a mysterious looking package and a postcard bearing foreign postmarks, to the chief dispatcher's office, addressed to "Bill" Boynton. Rita Boynton, secretary to chief dispatcher at Portland, answers occasionally to the name of "Bill," so, acting upon the assumption that she was the consignee, she read the postcard and found it was from her former boss, C. H. Spencer, retired chief dispatcher, who is wintering in Honolulu, and who mentioned a gift which he was sending under separate cover. Bill next turned her attention to the parcel, and found within an article of wearing apparel much in vogue among the flappers in the Paradise of the Pacific—a grass skirt. Wanted: A correspondence course on "How to Dance the Hula," in ten easy lessons.



Glimpses of the bowling tournament at Klamath Falls. 1. Buck Reeves, chief clerk to superintendent at Sacramento. 2. George Velton of Portland. 3. W. J. Reed, president of the S. P. employes club of the Portland Division. 4. E. S. Davidson, chairman S. P. bowling committee. Insert upper left, Miss Elsie Snyder of Portland, the only woman bowler to compete in the tournament. Upper right, E. Peterson of Sacramento. Drawing by H. P. Kelly, chairman Portland Division bowling committee.

Three bowling teams from Portland and Brooklyn met a like number from Sacramento and San Francisco on neutral ground at Klamath Falls March 2. The Sacramento boys came out on top with a total of 7604 pins, against Portland 7495, and San Francisco 7163. George Velton of Portland made the highest score for the three-game series, with a total of 607 pins, defeating Buck Reeves of Sacramento by 17 points. The highest single game score was made by E. Peterson of Sacramento, who bowled 246, with an average of 125. George Velton of Portland was a close second with 245.

After the tournament, the bowlers from the three cities were entertained at a banquet at the Pelican Grill, Walter Reed of Portland acting as master of ceremonies.



Rita Boynton recently received a grass skirt from a friend in Honolulu and is looking for some one to teach her the Hula. Drawing by Harold Kelly.

CHANGES IN SAFETY COMMITTEEMEN

Sacramento Shops and Stores: J. H. Hellenge, apprentice, vice H. Pagenkopf; A. McAdams, machinist, vice H. L. Hanger; A. C. Hitchens, machinist, vice H. A. Petersen; J. Bacchi, boilermaker, vice J. P. Mellmer; L. McKinley, blacksmith, vice W. H. Bryant; H. Lefebvre, electrician, vice L. A. Brown; E. Davis, coremaker, vice Wm. Penaluna; J. Armstrong, coremaker, vice W. Adams; E. M. Kennedy, freight car builder, vice G. Gregory; C. T. Bardsley, trimmer, vice C. F. Rice; Paul Keil, piper, vice R. Bertolucci.

El Paso Shops and Stores: A. R. Alkire, apprentice representative, vice S. M. Zubiate; J. Hemmett, boilermaker, vice W. E. Harris; Tom Chant, blacksmith, vice S. Titus; Wm. Kilgannon, electrician, vice F. E. Tessman; W. F. Blythe, sheet metal worker, vice D. J. Arnell; Roy Land, woodworker, vice C. C. Sutton; L. E. Walker, crane operator, vice Ed Webster; Pruitt York, millman, vice J. F. Weiler.

TAKES NO CHANCES, BUT—

"No, sir," said Mr. Benjamin Trebbitt, "it's all wrong. What, with the latest discoveries and the newest inventions, a man dies just through sheer carelessness. Not for me. I'm going to watch my step, and live forever."

He brushed his teeth twice daily—with the right kind of toothpaste.

He "got himself examined" every three months.

He always went in when it rained.

He slept with the windows open.

He stuck to a diet—with plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn-down glands.

He wore spectacles.

He played golf—but never more than 18 holes at a time.

He took ocean trips—when the weather was settled.

He never smoked, drank or lost his temper.

The funeral of the late Benjamin Trebbitt will be held next Thursday. He is survived by 18 specialists, four health institutes, six gymnasiums and numerous manufacturers of antiseptic appliances and sanitary foods. (He had forgotten about trains at grade crossings.) —Ex.

Pacific Fruit Express

Margo Peters   64 Pine St.   San Francisco

Accounting Department

The situation became serious when Charlie Beaver, our storekeeper, dropped in from cyclone-stricken Los Angeles to inform us that our column in the Bulletin is entirely too weak as well as too meek. "You're all windblown, Charlie," we chirped indignantly: "This column has been running for months, and you're the only person who has ever criticised it." "Oh! yeah," said Charlie: "Well, that's probably because I'm the only one who has ever read it." Just as a matter of information, as well as self-defense, we have enough material on hand to start a riot. However, we always have the P.F.E.G.O.E. Club in mind, for it would be such an expense to send boquets to the injured. To confirm our remarks, might say we could tell several stories regarding Mr. Schottman's domestic duties, Mr. Stinson sending his annual pass to the wrong woman, Herb Shoemaker talking to his "Baby"—Umhum, and last, but not least, Rod Statler's experience in a ditch with a Chevrolet and trying to collect $9.45 from the P. G. & E.

We have no world series going on in California; however, J. B. Crawford, C. E. Carner, J. McDonald and E. E. Walter made a tour out here, so it must be the weather. . . . Theme songs of famous artists: "He Depends on Me," by Lish Straub; "Oh, to be a Milk Man," Horace Webster; "Stung Again," Ednah Slattery; "That Old Gab of Mine," Wordy Alonzo; "My Little Gay Smock," Alma Sadler; "The Same Old Moon," Harold Slattery; "Down on the Farm," Erna Staheli; "Look What You've Done to Me," Carrie Preslar; "The Vagabond Lover," Marge Peters; "I don't want your kisses if I can't have your love," Lew Dorsey, guest artist.

We have a newcomer in the typing bureau, Miss Madeline Forte. Welcome to our midst, Madeline. . . . The big city is getting crowded, so DeLisle Mann has moved to Kentfield, Marin County.

Engineering and Refrigeration Department

Carleton G. Little, who has been with this department for many years, left the service on March 15 to accept a position with the Union Ice Co. Mr. Little's many friends wish him success in his new work. . . . A bridge-whist party, given by the P. F. E. General Office Employes' Club at the Native Sons' Hall on February 28, was enjoyed by many employes and their friends. The party was a huge success and we are looking forward to another one soon.

Electric Division

H. W. Larsen   W. Alameda Shops

Well, we now learn that Locomotive Engineer Pearce at Oakland Pier is spending his spare time studying German. We hope he has some good reason therefore, as he certainly can't be thinking of taking another trip to Europe. . . . Locomotive Engineer Clyde Vickery, wrestling champ and instructor of the Oakland "Y," is developing a very worthy team. The team recently put it over on representatives from Stanford and U. C. . . . Locomotive Engineer D. W. Lee is building a palatial home in the Thousand Oaks district. . . . Car Inspector James McKenzie left recently for Portland and parts thereabouts due to ill health. . . . We all hate to see Mac go, as he was well liked and a good scout. In his place, Oscar Kemp, laid off fireman of the Western Division, will hold down the honors for a while.

Stationmaster Dick Berrien at Alameda Pier is still puzzled as to how he cut his new $14 pair of "Gallencamps," on one of the new car heaters. They should make a rule prohibiting employes from riding the trains and they wouldn't be getting into trouble. Now, take Trainmaster Sullivan for instance; it is understood that he rides out to Berkeley each morning so he can "keep the books" for the coeds when they put on the morning poker game en route to the seat of learning. The game is played on the knees—that is the knees of the coeds—not Sully's. We haven't heard that he has tried to get his knees into the game as yet. Mr. Veale brought back a nice flock of pictures taken in the snow at Yosemite so we'll believe his stories about the trip.

A bunch of shop boys took advantage of the snow and holiday to visit Truckee, Reno, and Tahoe. Those participating were, Carl Kolmodin, blacksmith helper; J. R. Giese, L. D. Drouet and K. L. Brown, electrical apprentices; Herman Weidenbach and W. J. Foley, inspectors and Joe Mainini and Melvin Silva, helpers. They promised some pictures but something happened to cancel the promises. They claim they had a fine time, pictures or no pictures.

Conductor Baldwin passed away at the general hospital after a lingering sickness. We extend our sympathies. . . . Bob Anderson, of the division engineer's staff, is now in Livermore and reports have it that he is improving. Jack Mitchell, of the same clan, is still in the general hospital, reporting progress. Master Mechanic Mitchell has returned to duty and nix on the coffee and the black pipe. . . . Our Scotch friend Vic Davidson talked the "Missus" into a few dollars and has joined the Buick owners. Now he'll have another excuse for cutting down on his community chest donation. So, with all the lightning, snow, sunshine, jumpers, community chest, etc., will call this a column, due to the "Stress of other duties," quoting our good friend A. G. Shultz.



Drawn by K. Blechschmidt, painter in the shops at Eugene, Ore.

PORTLAND DIVISION TEAM WINNERS IN BOWLING TOURNAMENT

The first tournament between bowlers from various points on the system was held at Klamath Falls on March 2, teams from San Francisco, Portland, Sacramento and Klamath Falls participating in the contest. Both the Portland and San Francisco clubs had special Pullman cars, which were loaded to the limit with, not only the bowlers themselves, but a goodly crowd of rooters. Everyone who made the trip enjoyed himself to the limit, and was generous in praise of the way the boys at Klamath Falls made the visitors feel at home and assisted in making the affair a success.

Donald M. Chambers had charge of the affair for the Klamath Falls bunch, and the way he put things over showed how much they wanted everyone to have an enjoyable time. While most of the boys spent the biggest part of the day bowling, some had a chance to see the town. All of them enjoyed the banquet, which was served at the Pelican Grill at the finish of the tournament.

The tournament ended with the teams in the following order:

Portland No. 1—Berke, Velton, Van Dyke, Kileen, Duval; score, 2661. Sacramento No. 1—Matranga, Fleck, Lugg, Sutter, Reeves; score, 2415. Sacramento No. 2—Laube, Blackwell, Price, E. Peterson, Nevoli; score, 2368. San Francisco No. 1—DeMello, Sears, Winkler, Gendron, Carroll; score, 2367. San Francisco No. 2—Corven, Schottman, Radloff, Hegen, Overman; score, 2354. Sacramento No. 3—Martin, E. Peterson, Zorn, W. Peterson, Blackburn; score 2242. Portland No. 2—Brown, Roberts, Schrlek, Dirrett, Leslie; score, 2241. San Francisco No. 3—Ferguson, Sheffield, Blaikie Wilson, Montague; score, 2235. Portland No. 4—Hammett, Karg, Deis, Milan, Roecher; score, 2190. San Francisco No. 5—Montour, Rodney, Garben, Runyan, Moore; score, 2150. Klamath Falls No. 2—Dockery, Floyd, Smith, Allen, Shriver; score, 2140. Portland No. 3—Kelley, Lev, Snyder, Roehrig, Larson; score, 2080; Klamath Falls No. 1—Chambers, Seaton, Thompson, MacPherson, Crane; score, 1949. San Francisco No. 4—Davidson, Maurer, Hurley, Roberts, Clarke; score 1851.

Sacramento Club

L. A. Phillips   Acting Correspondent

With all branches of winter sports coming to a close, the S. P. Club of Sacramento is now looking back over its winter's activities with much satisfaction and pride, and will be an incentive to put forth even greater efforts in fostering all lines of competition during the coming year.

On Sunday, March 2, the club sent three teams to Klamath Falls, Oregon, to compete in a bowling tournament with a like number of teams from San Francisco and Portland. Our boys reported a fine trip and appreciated the hospitality of the Klamath Falls boys. Portland carried off the honors for the first team contest, with a total of 2712 pins. Sacramento second with 2424 pins, while San Francisco brought up the rear with 2367 pins. However, in totaling up pins for the three teams from each city, we find that Sacramento swept the field with a grand total of 7604 pins, Portland second with 7495 pins, and San Francisco third with 7163 pins. C. C. "Buck" Reeves led our boys with a fine score of 590 pins for the three games, averaging 197 per game.

Our senior soccer team is still in the race in the California state cup tie competition, their last victims being the Mercury Club of the International League in San Francisco, whom our boys walloped by a 4-to-3 count in a rough-and-tumble contest on March 2 in San Francisco.

The Russian dribblers are a tough team to beat, and our boys were called upon to play bang-up soccer, as well as the liberal use of their "mits" to win; but the game is now over and in the old book in our favor, so why worry any more, as they expect to make another trip to San Francisco soon to victimize some other aspirants for the title. Chas. Trethawan is our manager and he has the boys up on their toes all the time.

Our junior soccer team is also in the running for the state title, as they journeyed to San Francisco on March 2 and held the strong Viking Jrs. to a 1-to-1 tie and will play it off here in Sacramento on March 16, and Manager Nichols expects to bowl them over a plenty on our home lot. Here's hoping they do that very thing.

The second club dance of the season was held at the Memorial Auditorium on March 1 and all reported having a wonderful time and well pleased with the evening's entertainment.

Our indoor baseball team has been entered in the Municipal League just closed, and, while our boys did not win many games against stiff opposition, still they found some excellent talent around which a good team can be built next year.

In addition to the other branches of sport in which the Southern Pacific Club has turned out winners during the past year, in a recent amateur boxing tournament staged by the Celtic Club of Sacramento, three of our club members distinguished themselves and added to the laurels of the club by winning their matches. Le Roy Romero, flyweight, and Adolf Ballustracci, middleweight, won their battles via the knockout route, while Mike Oreb, familiarly known as "Bananas," whipped his opponent after five rounds of furious fighting.

Amateur tournaments are becoming popular in Sacramento and our club can always produce fighters in any weight or class.

Some of our boys have graduated from the amateur ranks to the professional, such as "Red" McDonald, erstwhile machinist, who is now a "main-eventer" in the northern California rings. Another promising heavyweight who will probably go a long way in his chosen profession is "Nick" Basich, machinist-apprentice, who, in his first two professional fights, won both by a knockout in less than two minutes of fighting.

Figuratively Speaking

Small Boy—"What is college-bred, pop?"

Pop (with son in college)—"They make college bred, my boy, from the flour of youth and the dough of old age."—Ex.

Coast Division

L. Gutfeld   Supt's Off.   San Francisco
Harry Mitchell   Yard Off.   Bayshore

J. H. Clisham, head clerk M. of W. department, and J. J. Graham, first M. of W. timekeeper, were out on line checking up on the gangs during the past month. . . . Mr. and Mrs. G. A. Benoit have resumed activities after an extended trip to the frozen East, and, we understand, the Mardi Gras at New Orleans. . . . James L. O'Connell's wife, who has been seriously ill of pneumonia, is now on the way to recovery. . . . It has been noted and appreciated, the addition to the Bulletin called, "Among Ourselves," and hope it becomes a permanent page.

It was also noted, while scanning the pages of the Bulletin, that our contemporary from the Salt Lake Division made mention of "the House of Misery," evidently meaning our general hospital. Having at one time been a patient of that institution, I wish to say that it is very far from being the house of misery referred to. This is not written in an attempt to criticize in any way, but just as a matter of clarification. . . . We have been informed that the next time the two "Jack's," Kingford and Welch, go to the Yosemite they intend taking some oars and a boat instead of an automobile. With the exception of the heavy rain encountered, all had an enjoyable time. . . . At last we have made a timekeeper of George Knudsen, who formerly was our fuel expert. Since information is no longer required by fuel bureau, it was necessary for George to look elsewhere in order to eat and sleep. He is now second train timekeeper, having "bumped" Ronie Winiker, who in turn "bumped" Jimmy O'Connell as first train timekeeper.

At this time, we desire to express our sympathy to the families of Thomas H. McClary, Charles Colvin, and Manuel R. Mendez, flagmen, and David H. Smith of the store department, who passed away recently. . . . By the time this column reaches the press, two more of our veterans will have been added to our pension roll. We have reference to R. M. "Bob" Watson, engineer, and J. B. Lanigan, telegrapher, San Jose.

Bayshore Yard

Ray "Globe-Trotter" Cone has returned from Mazatlan, Mexico, with a new line of hot air. He has resumed his old habit of sleeping under the bed. . . . It is expected that there will be a large delegation from the yard at Mills Field on Sunday, April 13, when D. O. "Shorty" Hymes will make a parachute jump from 10,000 feet altitude. Mr. Hymes is one of our most enthusiastic aviators. . . . Proof of our mind-reading ability: Cy Hershman is thinking of going to Monterey on his vacation. . . . Natural history department. The world's greatest sneezer in captivity—Oleo Jurgens.

Those of us whose better halves have thrown crockery and the furniture at us can sympathize with Wm. Gleeson, who gets up in the middle of the night to put rails under our engines. You see, one of the goats was about to become a mama, so Mr. Gleeson went out to the shed to prepare a place for her. But Mrs. Gleeson had reached there before "Bill" and found the big goose in the goat's bed. Now there is only one way to get a goose out of a shed—that is, grab him by the neck and throw him out, which Mrs. Gleeson did—just as "Bill" was coming in the door. It was a perfect shot, but it would have been too bad for the goose if Mr. Gleeson had caught him.

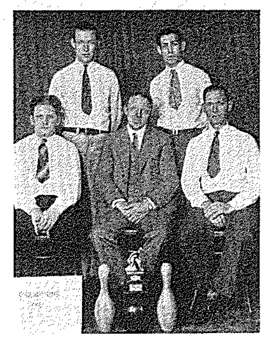
Art department. The guy who hung that lump on Kenny's optic overdid the job. For a long time it was hard to tell whether the eye was on Kenny or Kenny was on the eye. . . . Jimmy Concannon waiting on the corner watching the street cars go by. . . . A. Hart is now "shirt-conscious." With 17 of them, he looks like a rainbow. . . . Jimmy Phelps thinks Frankie Campbell will be the next champ. . . . One of my admirers just wrote in asking why I have never put Eddie Kelleher's name in the column. All right, here it is: EDDIE KELLEHER.

LOS ANGELES EMPLOYE MARRIED

The recent stock market drop apparently did not affect Dan Cupid, in so far as the general and district freight offices in Los Angeles are concerned.

For the second time this month his stock took a jump in Los Angeles. His most recent sale was to Don Walter of the file room, who was married March 11 to Betty Lucas of Huntington Park.

The couple was married at Huntington Park and received a beautiful set of silverware from the freight department boys.



Duplicating bureau team, winners of the general office bowling championship. Front row, left to right: J. W. Madden, E. W. Erwin, manager; C. W. Aten. Back row: J. J. Winkler, captain, B. S. Crostick.

DUPLICATING BUREAU AGAIN WINS BOWLING CHAMPIONSHIP

The general office bowling league, consisting of fifteen teams, has just concluded its winter season of 28 weeks. The closing event of the season was a championship match between the winners of the Overland and Cascade leagues, which was witnessed by a large crowd of spectators.

The car record team of the Overland League and the duplicating bureau No. 2 team of the Cascade League rolled a six-game match for supremacy, in which the duplicating bureau boys emerged the winners.

This is the second time in the past three years that the duplicating bureau has won the cup, which is donated by the S. P. Club.

The tournament closed what is believed to be the most successful bowling season in the club's history. Over twenty new bowling fans have been recruited this year, making a total of over eighty bowlers in the club.

The standing of the teams in the general office league at the end of the season and prior to the championship match, was: Overland league—Car record, Duplicating Bureau No. 1, P. F. E., Auditor Freight Accounts No. 1, Auditor Freight Accounts No. 2, Auditors, Associate Auditors. Cascade League—Duplicating Bureau No. 2, Valuation, Auditor Freight Accounts No. 3, Operating, Auditor of Disbursements, Ferry Bldg., Freight Claim, Freight Traffic.

CHANGES IN SAFETY COMMITTEEMEN

Stockton Division: C. Tyner, engineer, vice W. F. Medlin; E. S. Glanville, engineer, vice B. F. Stone; Jack Mays, lineman, vice R. R. Robbins; J. B. Nisson, car inspector, vice E. W. Narramore; W. B. Abbott, sheet metal worker, vice J. L. Osborne.

San Joaquin Division: W. R. Wenner, water service supervisor, vice H. J. Lawson; T. Duggan, roadmaster, vice P. M. Ahern; B. F. Wolf, engineer, vice O. C. Plummer; C. B. Diamond, engineer, vice C. G. Bigelow; C. D. Simmons, conductor, vice W. O. Davis; A. E. Lehman, fireman, vice C. T. Crane; H. J. Wilson, fireman, vice J. C. Florence; C. H. Wright, brakeman, vice P. M. Tuculet; J. C. Smith, shopman, vice W. Hatton; A. Adams, shopman, vice E. T. Rose.

Tucson Division: J. C. Klingback, engineer, vice M. B. Gandy; F. R. Lathrop, fireman, vice J. H. Hobbs; J. R. Doney, conductor, vice J. C. Green; C. A. Olds, brakeman, vice V. T. Lawrence; P. M. Foley, yardman, vice C. H. Swindell; O. K. Douglas, machinist, vice Joe Wagner, Jr.

New Mexico Division: C. V. Long, engineer, vice E. G. Jacobs; C. V. Robinson, engineer, vice B. T. Dingwell; S. G. Allen, conductor, vice M. F. Gault; L. R. Shallenberger, yardmaster, vice G. L. Sparks; H. Keith, fireman, vice V. T. Springer; R. Meikel, fireman, vice T. W. Hampton; T. H. Crewdson, machinist, vice T. Moore; H. Goldenberg, car builder, vice H. J. Grutzmacher; R. A. Goslin, section foreman, vice H. T. Pruett; E. A. Price, signal foreman, vice R. S. Nelson.

Auditor, San Francisco

H. R. Gomez   Annex C   San Francisco

In the interests of Economy, whoever he is, three very junior clerks, and two exceedingly junior comptometer cowgirls have been cast out into this humpty-dumpty cold world without audible protest from our other 100 members. The Misses Foppoli and McCarthy were the fair-haired girls in the case, while the Messrs. Barbour, Patterson and McNabb formed the heavy end of the deposed brigade. And the part that hurts me mostly is that one of the five was an occasional reader of this column. At any rate, their books were closed on March 15, so they all hit the air and took a generous gulp, because it was free that day. As matters now stand, there's not a crumb of bread in the house and the kids will have to eat pie! . . . Sydney (Cyclone) Smith, quite a windy guy, will now absorb the duties of office boy after a brief trial shuffling tickets. Sydney is a likeable and steady young fellow. In fact, if he were any steadier he'd be motionless. (Suggested by George McGrath.) Still, the policy in this office is against snubbing the office boy, because he may be our boss some day.

Raising a feverish protest, George Frey of Los Angeles ups and sez in no whisper that us siggs in San Francisco must be fog-bound and hazey in the noodle in our efforts to dodge the Portuguese ducks (sea gulls) hereabouts. But this could not be verified at a la'- hour today. With some slight infractions of the details, there is no doubt but what George is just muttering darkly through his beard to convey the impression that all is not very jocular. From the standpoint of fair play, it is suggested that Mr. Frey should again read the February issue, particularly the item introducing our friend Neal Haggard to the San Francisky fog and the Portuguese ducks, wherein the idea was complimentary rather than the ringing up of a "no sale." Announcing that fact in a clear, firm voice, the writer admits that he does hail from a Latin country to the south and the place is Los Angeles! "But you shouldn't mind me, as I have one of them useless habits of trying to be a pessimist. (Which is about as funny as the Miami Chamber of Commerce going to Los Angeles for the winter.) Further, I was born in 1897, but grew very rapidly, however, and was 21 in 1900. Nationality, machinist. Also, am a devoted reader of the success magazines, putting in my leisure time at Kelly pool, and will be 33 years old cum next Yom Kippur. Please don't step on the women and children on your way out."

It has been published that an eminent scientist says that brains are determined by the size of the feet. Oh, Yeah? Then what an intellectual giant that guy Pat Carey must be! . . . Making public mention for the first time, we are able to present to our uninterested readers the name of one Gus Peterzon, big "deze" and "doze" bloke engaged in the unmanly art of clerking in the capacity of 189th assistant voucher examiner to "Ike" and "Mike" (being Lande and Murray respectively). In spite of anything we may wish to do about it, there are times when Gus can be somewhat less than a distinct pleasure in a very outstanding manner. One of these times was when Gus held the upper hand over his compatriot, Levie, in the matter of distributing vouchers in the bills payable clinic. Encountering Gus on the boat some time back, the writer questioned him at length on general principles, and Gus, hopelessly trapped between the maximum and the minimum, sez, "I know nothing!" Of course, we find no quarrel with that, but what annoys us most is that he has taken all these years to find it out.

Although Stewart and Thomas don't smoke cigarettes, they got several lucky strikes at a local bowling alley recently. . . . We have no way of knowing what the future holds, but we shall warn you beforehand to expect something or other, or both, to happen now that Mrs. Boyer's husband, Less (positively not a breakfast food) has stayed in the office after five o'clock for the first time after 17 years of leaving with or before the whistle. Which reminds us that work in the office may stop at five, but these clerks stop at nothing.

St. Peter was interviewing the fair damsel at the pearly gate. "Did you, while on earth," he asked, "indulge in necking, petting, smoking, drinking or dancing?"

"Never!" she retorted, emphatically.

"Then why haven't you reported sooner?" said St. Peter. "You've been dead a long time."—Ex.



Careful cultivation of flowers, lawn, shrubs and trees, entailing considerable work on the part of Section Foreman L. Orsolini, has made the section headquarters at Newcastle, Cal., Sacramento division, one of the most attractive on Pacific Lines.

Ogden Shops

R. W. Belmore — Special Apprentice

Employes with the interest of the Company at heart are few and far between. Most of us struggle through the day, straining our ears for the 4:00 o'clock whistle, yearning for Saturday night and pay day. However, Oscar Peterson, who spends his working day in the Ogden roundhouse, is not such an individual. It seems one day last December that sturdy old war horse Loco. 2272 galloped out of the roundhouse for a trot over the ''Old Line'' with a string of freight and lost an eccentric strap. Believing that the strap had taken wings, search for same was abandoned some time ago. But not so with Oscar. A couple of Sundays ago, while on a stroll in the baleful influence of our spring sunshine, he found the long-missing straps. Shouldering them, he brought them safely and sound back to the roundhouse. They had deserted better than three months ago. . . . A beautiful dog, or I should say pup, wandered into the blacksmith shop eagerly looking for a pat on the head, a bite of bread, or what have you. More than one of us wished the pup belonged to us, but it took ''Kasey,'' our genial heavy-hammer smith, to act on the desire. Bundling the pup into his sedan, ''Kasey'' ran the pup to his humble abode. Now, fellows, take my advice and don't try to get into Kasey's chicken coop without his permission, for, while barking dogs seldom bite, the reverse is quite as true.

Lester Crosbie, machinist apprentice, has been spending the last couple or three weeks getting acquainted with the (comely and otherwise) nurses at ''dee hospital.'' However, I believe his manly charms are of no avail, for I hear they are sending him home. . . . ''Bill'' Douglas is again shedding the beams of his smiling countenance over in the store department, after a successful trip to the general hospital. . . . The Grim Reaper, ever in the background, plays no favorites: those to whom he beckons must follow, regardless of the shock, the loss, or the desolation to loved ones or fellow workmen. We all regret that he should beckon such a one as William R. Scott, machinist. May he help to brighten those across the River Styx as he has those of us who have worked with him.

The return to work of Miss Marie Brophy, after having been laid up with injuries received in an auto accident, was made the excuse for a band concert Wednesday, March 5. You know, debutantes always need a real excuse for debuting. So as our shop band is a real debutante, the aforementioned excuse was used for the debut. We were all there, even the white collars were over from the master mechanic's office. None were niggardly in showing their appreciation of the splendid performance rendered by the band and class of music played.

The concert started with, ''Thunderbolt,'' which was dedicated to Master Mechanic S. E. Stone. General Foreman Geo. Shatz was serenaded with ''Battle Mountain.'' Miss Marie Brophy received ''El Capitan'' as her share of the honors. Then the boys dedicated ''Officer of the Day'' to their hard-working and able director, ''Bert'' Neal. ''Order of De Molay'' was dedicated to the whole gang, during which ''Bert'' trumpeted a solo. To fill in the rest of the noon hour, ''Our Special'' was played, Bert soloing again. Say, can't someone else get all bunged up so we can have another concert soon?

The boys have all worked hard, and it says much for the capability of ''Bert'' Neal as a director to note the ground covered by the band since its organization a few short months ago. Many thought, when it was rumored that the band was going to play for us, that the program would be composed of pieces generally played by beginners. Those who thought thus were very agreeably surprised to hear pieces usually associated with bands of long standing and experience.

More than one fellow lost sleep to be with the band during the noon hour, for quite a number of the band members work on the night shifts. They, however, were glad to forsake their slumbers for the concert. And we thank them.

One of the band's real backbones is A. Jaggers, music teacher. Mr. Jaggers is the best musician, bar none, who ever resided in the state of Utah. During the concert, not having a wind instrument, he supported the band with his nimble violin.

The following men answered to roll call Wednesday, March 5, just before the concert: Ben Marriot Sr., manager; Bert Neal, conductor (outplays Gabriel), trumpet; W. Ferrin, assistant manager, cornet; Elmer Woolsey, secretary, snare drum (Can you beat that?); E. Showell, trumpet; Ben. Marriot Jr., cornet; Roy Marriot, French horn; Jack Marriot, cornet; Bill Marriot (mascot), saxophone (thrilled to the tips of his toes); A. De Pirro, clarinet; A. London, baritone; J. Morelli, clarinet; L. Peconi, saxophone; J. Barnett, trumpet; J. Yarrington, clarinet; J. Ross, clarinet; Joe Gale, trombone; T. Robinson, trombone; W. Finnegan, trombone; J. Bingham, snare drum (he of the wavy hair); L. Smith, bass drum; H. Hyslop, baritone; R. Heywood, saxophone; F. Price, bass; F. Koss, clarinet; J. Koss, clarinet; K. Anderson, trombone; N. Perrucci, flute (Piccolo Pete).

We all feel that, in Bert Neal, we have a more capable director than John Phillip Sousa, because Bert can build boilers and Sousa can't. . . . We notice that ''Bashful'' Frank Johnson now bares the proud title of ''Papa.'' Ask him about it. . . . Should you happen into the blacksmith shop and hear a loud, cheerful song being promulgated in the northeast corner, you'll find that it is nothing more than Carl Eckberg singing, ''My Wife Has Gone to the Country, Hoorah! Hoorah!'' (His wife is on her way to Sweden to visit friends and relatives.)

The forensic abilities of our smiling assistant general foreman, H. G. Vance, are well known. To our knowledge, he has lost few debates. However, we are sorry to state that one morning, while on the way to work, he lost two within five minutes, both of his opponents winning in a runaway. . . . We are glad to hear that ''Jimmie'' Bawer is again convalescing, after having been enjoying a vacation in bed at the doctor's orders. . . . Isn't that just life all over? All of us at some time or other have wished that we didn't have to get up, that we could just lay and take a good, husky handful of winks, but just let a doctor say, ''To bed with you, young man!'' and what fun is there in stealing one wink, or even in not getting up?

Sacramento Division

W. W. Boyd — Supt's Off. — J. Lothrop

Miss Marion L. Cusick, for several years assistant M. of W. timekeeper in the superintendent's office, has been critically ill in the general hospital at San Francisco. At last reports, she was improving slowly, which is encouraging news to her many friends. . . . Among the recent changes in the superintendent's office are the following: Pauline Creason displaced Maurie R. Fisher as M. P. & C. timekeeper, who in turn displaced M. L. Cusick as M. of W. timekeeper. Tony Frank displaced L. G. Neil as junior clerk, account being displaced by Melvin Porter, former store clerk. Chas. P. Cusick, formerly assistant insurance clerk, displaced Donald W. McGrath as signal clerk. . . . Lovers of old-fashioned songs enjoy the half-hour program furnished each Monday evening over radio station KFBK at Sacramento by Ben R. Crosby of the district auditor's office. Mr. Crosby is accompanied at the piano by his wife, Mary R. Crosby.

Roy S. Kiefor, rodman in the engineering department, has resumed his duties after being absent over a month on account of sickness. . . . Engineer J. B. ''Spot'' Nagle, who was confined to the Southern Pacific hospital at Sacramento with a badly fractured leg, is now able to get around with the aid of a pair of crutches. ''Spot'' has a host of friends in all branches of the railroad service who will be glad to know that he is convalescing. . . . Norman G. Macdonald, formerly second engineer's timekeeper, who has been on leave of absence for several months, has resigned to accept a position as office manager of the Harger-Noack Co., jewelers and watch inspectors, at Sacramento. . . . John F. Wright, insurance clerk, appeared at work recently walking on one foot and dragging the other after him. Cause: Mistook the foot for a bunch of grass while trimming his front lawn and imbedded a scythe in the fleshy part of his No. 10's. After having been treated for tetanus, rabies, or what have you, he is now able to get around and expects to be able to coach the ''Tortola'' baseball team this spring.

At an Irish celebration of St. Patrick's Day in Sacramento (We secured this from Special Agent Rameriz), Sergeant of Police Phillip V. Kelly journeyed from Roseville to assist in the affair. The next day he was compelled to lay off with what was termed ''Pink-eye,'' although Mr. Rameriz states it was sore eyes caused by straining them at the dancers during the entertainment. The feature of the entertainment was Mike Kanaley, (towerman at Mikon tower) and his four-handed Irish reel. Among those in the reel was Maurine Burke, daughter of Ed J. Burke, general yardmaster's clerk at Sacramento. . . . Just before going to press, John Lane, head file clerk, came around and asked that we write up that he pitched the Varnum junior baseball team to victory in the Coast Division of the Sacramento winter baseball league. Although he used to play in the national division, we are glad to see that Mr. Lane has found his right position.

SQUARE AND COMPASS CLUB HOLDS ANNUAL DANCE

About 250 members, with their families and friends, attended the eleventh annual dance of the Southern Pacific Square and Compass Club No. 1 of the Los Angeles Division, which was held the evening of March 15 at the Sunset Masonic Temple.

Newly elected officers for the year 1930 are: E. C. Kennecott, president; William Leffert, vice president; F. Seymour, treasurer; G. W. Budges, secretary. The directors are: H. A. Doss, T. B. Gilbert and L. E. Smitley.

PASADENA TRAFFIC MEN MEET AT EL MONTE

Agents and employes of the Pasadena district gathered at El Monte on the evening of March 11 for a discussion of summer excursion fares for the coming season.

About twenty-five traffic men attended the meeting. G. W. Weatherby, district passenger agent, Pasadena, presided, and, in addition to a general discussion, addresses were made by H. P. Monahan, general passenger agent, and T. F. Fitzgerald, traveling passenger agent.

TUNE UP YOUR HARP

Classified advertisement in a Chicago newspaper: ''Large and high-grade cemetery has opening for high-grade man of executive ability. Permanent and very attractive proposition.''—Ex.

San Joaquin Division

E. G. Roche — Sup't Off. — Bakersfield

With the successful annual picnic of 1929 behind us, the thought remained that possibly the good fellowship that matured somewhat with this gathering could be retained permanently by organization. Accordingly a committee from the superintendent's office set to work with the idea of forming an organization that would take care of the social and athletic needs of employes. Of necessity, this committee had to feel its way in order to determine just how such an organization would be received. In doing this, it was decided to hold a dance under the auspices of the skeleton organization, with the result that, on March 8, at Bakersfield, one of the most successful gatherings of this nature in the San Joaquin Valley was held. Credit for the success of this venture must be given to G. C. Carlson, who headed the committee of arrangements. During the peak of festivities, no less than 300 persons were on the dance floor, and the only ones who did not enjoy themselves were those who may have remained away. With the dance over, and the treasury replenished, it is a foregone conclusion that the second annual picnic of San Joaquin Division employes will be bigger and better than ever—if such is possible. A permanent organization is now in the making and committees on entertainment, athletics, etc., will be named. It is the intent of the club to sponsor a baseball team equal to the fast basketball team that is now closing a brilliant season.

Another country boy gone to the city and made good. Henry Stabler, who for quite a spell was with us as secretary to former Superintendent Bowles, but who is now delving into the mysteries of Ingersoll's and Big Ben's, paid us a very welcome visit last week. While Henry's visit was official, nevertheless, in the off hours, he managed several visits with his old friends. Henry has certainly fallen into the scheme of things, indicating without a question of doubt that mankind can adapt itself to any condition. To keep him in practice and so that our alarm clocks could be set by something else besides the radio, where some of us confuse Mountain and Pacific time, we had Henry compare all instruments used for awakening one in the morning. As suspected, we had all kinds of time, but nobody was particularly worried about it, until Frank Kalbaugh's time came to check up. Now Frank (that's our chief clerk, you know) is exceptionally proud of his timepiece,—in fact he is as proud as a new bride over her first biscuit. Frank's biscuit and Henry's tallied to the second, but, in order to uphold the theory that the inspector's watch is always right, Henry insisted that Frank's watch was exactly twenty-four hours slow. This condition was indeed enlightening to the writer, as I have been wondering for days just why Frank showed at the office promptly at 8 o'clock last Sunday.

The greatest loss we have been called upon to sustain on this division was the inimitable ''Swede'' Walter Olsen, who transferred to the Los Angeles Division. Walter will be remembered here as the boy who went Libby one better by ''canning'' shorthand. Ole writes us that he is in his glory now; in fact, his surroundings are such as to make him feel perfectly at home. Ole tells us that his countrymen in Los Angeles won't put any grey hairs in his head, but his country ''goils'' is something else. . . . The San Joaquin Division is again coming into prominence with a male rival of Peggy Hopkins Joyce. . . . Traveling Time Inspector Parham knocked that old adage of ''A careless driver is responsible for all accidents'' into a cocked hat. In fact, Parham demonstrated beyond a reasonable doubt that a car with no driver can have an accident. We won't burden the reader with details other than to say that the ''Pan-American (car — not conference), sans driver, had its dignity damaged, and How! . . . Bob Maurer, one of our famous characters in this column, is going around mumbling ''328.'' We don't know whether he means a train, a telephone number, or the size of his hat. What does 328 stand for, Bob?

Division Auditor Scholz's force hasn't changed anything but their dispositions since last writing. Horace Sollenberger, extremely jealous of Rudy Vallee and trying to outdo David Belasco, is preparing a four-act play for the edification of Mr. Tharp. Tharp seems to have a weakness for plays in which three murders are committed in the first act, so Horace, who has only four actors to produce the play, is figuring on either cutting out the last three acts or have each player imitate the proverbial cat with nine lives. The writer is extremely sorry he can't help him out, but my weakness is still Anita Page in the Broadway Melody. . . .

Some of the auditors report a very entertaining radio party culminating in Madame Butterfly singing over KSL . . . In the off hours, the better political minds turn to the tariff, the naval conference, prohibition, and our gentleman friend from Georgia, Mr. Beatty, valuation engineer, who forsook the party of his forefathers and now spends his vacations in Washington and Oregon rather than among the distinguished colonels of the other days. . . . Frank Hess, whose hobby is selling radios, is now back to work, his customer having left town. . . . One of the boys is devoting much time to finding out where Faust lives who plays such nice music on the radio.

CHANGES IN SAFETY COMMITTEEMEN

Sacramento Division: T. Quinton, engineer, vice J. B. Gilman; C. E. Geoble, conductor, vice C. M. Troxel; J. I. Smith, fireman, vice H. Bidwell; C. J. Turner, yardman, vice J. S. Bennett; James Brunson, machinist, vice W. A. Johnson; J. J. Deam, brakeman, vice A. A. Aureguy; G. Glover, signal maintainer, vice J. Friescke; R. F. Watson, agent, vice G. S. Cryder; W. T. Charron, carman, vice R. C. Davis; L. S. Chadaris, section foreman, vice J. J. Margaroli.

Salt Lake Division: H. Burrell, secretary, vice J. W. Graves; G. W. Culver, engineer, vice J. W. Boyer; B. E. Eager, engineer, vice J. J. Rowse; C. W. Springer, conductor, vice G. A. Boyle; C. E. Maynard, fireman, vice R. C. Hayden; G. A. Rainey, fireman, vice L. E. Shepley; C. F. McCuistion, yardmaster, vice G. Smith; L. A. Fitzgerald, car inspector, vice T. F. McKenna; G. H. Grose, lineman, vice L. Richa; R. C. Walton, section foreman, vice B. H. Jackson.

Los Angeles Shops: H. C. Crosier, boilermaker, vice I. P. Burk; V. E. Lines, electrician, vice M. E. Thonyson.

Portland Division: W. C. Caruthers, assistant chief train dispatcher, vice C. H. Eva; O. V. Chesney, B. & B. supervisor, vice N. Rose; H. E. Allison, trainmaster, vice D. J. Russell; L. V. Cutsforth, assistant signal supervisor, vice P. Schultz; G. L. Flint, road foreman of engines, vice R. R. Spanger; J. L. Stafford, engineer, vice V. C. Bartlett; A. Spalinger, engineer, vice J. A. Zimmerman; J. R. Sweeney, fireman, vice H. A. Morse; E. D. Smith, fireman, vice H. E. Wells; I. E. Lynds, yardman, vice W. P. Meyers; A. E. Mulholland, yardman, vice A. E. Thurber; H. Balle, conductor, vice D. C. Shaw; W. E. Burks, agent, vice G. L. Ravin; M. M. Hollis, assistant agent, vice C. E. Catlow; F. Feikert, brakeman, vice J. D. O'Connell; H. E. Martinson, lineman, vice L. C. Maxwell; J. E. Dooney, sheet metal worker, vice W. B. Yates.

Suisun Bay Bridge

J. Frankenberg — Martinez

With construction of Suisun Bay bridge project under full blast, scores of sightseers are attracted by the wonderful opportunity of seeing this structure in the making. Sundays and holidays finds many motorists trekking to and from the ''Point'' getting a glimpse of the job, taking snap-shots and what not. On February 28, when the 504 foot deck erection span was floated into place between piers 11 and 12, Bulls Head Point was jammed with spectators as early as 10:00 a. m., who watched the proceedings until around 2:30 p. m.

Johnnie Bulger, late of Port Costa, western division, is now B. & B. foreman. . . . Arthur Beaver, of the B. & B. gang, recently injured in an automobile accident, is now back on the job feeling spry as ever. Glad to have you back, Art. . . . Joe Farrell, sheik of Benicia, has been seen driven about town in an expensive sedan by one of the hum-town gals. Who is she, Joe? . . . Art Downs still is wondering how Joe does it. . . . What is a ''507'' and why? Ask the ''C. C.'' boys—C. C. Sayre, C. C. Linthurst and C. C. Winter. They should know.

A. A. Gulley has been appointed general foreman in charge of track work. Too bad Al won't have time to toss a few horse shoes around, as the champeen, Bob Spowart, Bill Jessiman, Shepherdson, and a few others would sure have to look to their laurels. . . . The ''Beau Brummell'' around these parts (Benicia excluded, Joe!) is Sid Chapin. . . . Too bad, boys, but Wm. McGraw had to follow in Grant's footsteps by steppin' right out and gettin' married. And Mac's such a nice boy. From good authority, understand that Bill Bailey, Mac's side-kick, was the groom's best man.

Franz Misch was recently seen struttin' his stuff out at Shorty Roberts. . . . Bob Lewis is sporting a brand new sport roadster with wire wheels and everythin'. Look out, girls! . . . Richard LeBronte is a newcomer to Linthurst's accounting forces. . . . Carl Hansen is now extra gang timekeeper. . . . As for ''Cornelius'' Sullivan, he can go snap a rubber band for himself.

Tom Holser has turned his back to the office by again changing location of his desk. But one must have the light over one's right shoulder, one must. . . . We're wondering who broke the glass in the door of Ernie Turre's coupe. Ask Ernie; he knows. It'll soon be time for Johnnie O'Gara to get out his dope sheet and tell all the boys what's what in this here baseball racket. However, if memory serves us right, Johnnie picked the Cubs to trim the Athletics last year. Nuf sed. . . . W. B. Isaacs was seen sportin' a brown suit, green shirt and purple cravat. . . . Understand Lovett Smith and Howard Paradise are some pumpkins as snooker players, but why bring that up?

(TEAR OUT AND PUT IN RAILROAD MAIL)

PROSPECTIVE BUSINESS TIP

PUT THIS CARD TO WORK FOR THE SOUTHERN PACIFIC

Station________193__

Mr.________(Street Address)________

City________State________Phone No.________

{is planning a trip to________leaving on or about________There will be____person(s) in the party.

to

{will have a freight shipment from________about________There will be approximately________tons to ship.

(Date)

SUGGESTIONS:________

Signature________

Employment________

(OVER)

Los Angeles Division

Rosemary Cox — Brian J. Byrne
Acting Correspondents

Los Angeles Freight Station

An exhibition of rare speed: Harold Lyan, tracing clerk, making a grand dash to the stairs at noontime so he can walk to the drugstore and have lunch with a certain young lady with blonde curls. . . . Perseverance: Missing her and trying again the next day. . . . John Detlor, chief car clerk and "head man" of the oratorical society, has gone and done it at last—turned in his faithful "Hup" for a Studebaker sedan. John says he probably will be going around in a barrel before the year is over, but, nevertheless, he has a new car and has it insured and everything and is extremely satisfied with himself. . . . The thinker: O. J. Olds, chief claim clerk, walking slowly down the aisle, hands clasped behind back, head bent, brows knit, one eye up and one eye down.

Now that Nettie M. Moe, freight bill typist, has such a short hair cut, we are afraid she will have to wash her neck. That is one disadvantage of having a short hair cut. . . . E. L. Somerville, revising clerk, has exhibited a rather care-worn and hectic expression the last few days,—didn't seem quite like his old happy-go-lucky self, so we took it upon ourselves to ask the whys and wherefores and it seems that he owns a few old hens (the feathered variety), one of which decided to go a-setting the other day, so Mr. Somerville, being a kindly soul, purchased a dozen and a half eggs for her to hatch. Everything went well for a couple of days until the lady changed her mind, turning up her nose at the eggs; so it has developed into quite a little war. Mr. Somerville determined that she will set on the eggs or he will cut her head off.

Teddy Winters, car clerk, has been riding home with Clarence Montgomery, assistant chief car clerk, the gentleman from South Carolina, in the past, but of late we hear Monty asking Teddy if he is going home with him, and Teddy replies, "No, I am afraid it is going to rain." Can it be that the roof of Monty's Chevrolet sedan leaks, or that Teddy, on some rainy and slippery night, has been suddenly turned from going in a northeasterly direction to a southeasterly direction, thereby scaring him out of ten years' growth and causing about fifteen pedestrians to climb the nearest telegraph poles?

Edward Miller of the accounting department has been sojourning at the general hospital for the past two months, but is now back in our midst feeling greatly improved. . . . The Gold Dust Twins—Max Damore and Fred Jones, whirlwind typists in the outbound department. . . . If you are in doubt as to "what the correct man should wear," just drop down to the freight station and get an eyeful of Marion Slaughter, carload bill clerk—plug hat, wing collar, bow tie, black suit with short and tight-fitting coat, black and white shoes, and last, but not least, perfectly trimmed and pointed misplaced eyebrow. All he lacks is a cane and a monocle to be perfect.

Superintendent's Office

The superintendent's office draws a blank this period, as the acting correspondent could not seem to get his stuff by the censor. However, Miss Ouida Wolfe is now back among us and will resume her position of regular correspondent, effective with the next issue. . . . On second thought, we could not pass out of the picture without paying our respects to Effie, who took charge of the pay check bureau when it was suddenly orphaned some two months ago. We just called her over to the desk and inquired as to whether or not she liked baldheaded men. Regardless of her answer, which we cannot print, the lady gets our vote as the best bet in the office for many reasons, the first and most important being the O and K disposition which is constantly displayed.

The stork has again descended upon the Los Angeles commissary and presented Fred D. Lyons, clerk, with an eight-pound daughter. Mrs. Lyons and the baby, who has been named Joan Claire, are doing nicely at the Los Angeles Osteopathic Hospital.

Ogden Union Depot

D. V. Harbertson — L. M. Liddell

Joint Freight Station

Lloyd Burton and Alfred Adams, clerks in the freight office, have purchased new homes. . . . Ray T. Adams has purchased a new Ford. . . . Mr. and Mrs. Joseph Stokes have gone to Idaho for a vacation. . . . Oakley MacCarthy and Mr. and Mrs. George McGowan had a pleasant vacation visiting in San Francisco and Los Angeles, Calif.

Lloyd E. Lorance and family visited friends and relatives in Chicago. . . . C. E. (Deacon) Lemme, has returned to work after an illness of ten days. We are glad to see him back on the job. . . . Mr. and Mrs. F. S. (Doc) Laird have spent the winter in southern California. We were glad to receive a letter from Doc intimating that we can expect a visit from him in the near future.

Sincere sympathy is extended to George Beesley, on the death of his mother in Victorville, Calif. The remains were brought to Kaysville, Utah, for burial. While in Victorville, he received word of his brother-in-law's death in Ogden.

COUNT TEN

She—"You used to call me sweetheart before we were married. Now you don't call me anything!"

He—"That shows my self-control."—Ex.

"Miss Dense, allow me to present Professor Smith."

"Oh, professor, please do something absent-minded!"—Ex.

(TEAR OUT AND PUT IN RAILROAD MAIL.) R. R. B.

☐ SUPERINTENDENT

☐ DISTRICT FREIGHT AGENT

☐ DISTRICT PASSENGER AGENT

SOUTHERN PACIFIC COMPANY

.....

(Address)

PREFERRED ATTENTION (OVER)

Los Angeles Shops

Frank Kunkel — Gen'l Foreman's Off.

We are certainly glad to hear that Mr. Sergel has converted Jasper Barker. Mr. Barker, now that you are on a raw food diet, is that why you shaved off your mustache? They had to put a fence around Mr. Sergel because he ate all the vegetables, so Jet's live in hope that they do not fence you in. . . . Katherine Brathwaite is in the hospital. We wish her all the luck in the world and hope that she will soon recover so that she may be with us once again. . . . On Thursday, February 27, 1930, our friend and fellow-man—Patrick D. O'Mullen, machinist—was united in holy matrimony. The couple have the kindest wishes for a long, happy and prosperous life.

At seeing George Challman, foreman air brake department, puts one in mind of the story about two Irishmen who went to church. During the services, a woman fell from the balcony, and, being caught on a chandelier, the preacher remarked that anyone in the congregation looking upward toward heaven would be struck blind. At this, one Irishman said to the other, "Well, Pat, let's take a chance on one eye." And so it looks as though George took the chance with one eye. . . . Gus Reichert is in the White Memorial Hospital. We are hoping for a very quick recovery and that he will be on the job soon. . . . C. C. Young, the store department is back on the job after spending a short time in the hospital. He says he is feeling fine.

W. H. Fine, general foreman car department, has been traveling the eastern sections of the United States in hope of finding something worth "Spot." We are wondering if he located it. Mr. Fine has been inspecting the "Spot System" of repairing freight cars while on this tour. . . . R. J. Quinby, foreman wheel gang, had his tonsils removed so that he would be able to play golf. . . . Miss Elizabeth A. Scott, steno to master car repairer, is taking the "Mrs. Aimee Semple McPherson's Cruise Tour to Europe, the Mediterranean, Egypt, and Easter." She is scheduled to sail on March 29. On this trip, she will take in the following places of interest: Paris, the valley of the Nile, Alexandria, Cairo,—where they will see the Pyramids and Sphinxs, visiting the museum of Egyptian antiquities, containing the treasures from Tut-ankh-Amen's tomb. At Jerusalem, they will visit points of interest within the Old Walls. She will visit Bethlehem, Dead Sea and the River Jordan, Jaffa, Beirut, Cyprus, Piraeus, Athens, Avignon, Nimes and Arles. At Paris, Miss Scott will leave the party and see the Passion Play in Germany, then on to London, England, and possibly take in Switzerland. We, her friends here at the shops, wish her a very pleasant, safe and enjoyable trip.

Henry Helffenstein, machinist, has just returned from the hospital, where he underwent a light operation. Glad to see you back on the job, Henry. . . . Lauren S. Boyd, draftsman, and Stephen J. Kovacs, blueprinter, got rather thirsty over Washington's birthday, so they jumped into their machine and drove down to Tia Juana, Mexico. They said they had some ginger ale and water on ice, but that's their story, now let's hear the other side of that record. When coming home, Steve wanted to know why so many cars have double headlights. Look out, Steve, lots of good men have seen snakes after a visit to Tia Juana.

LOS ANGELES TRAFFIC MAN MARRIED

Wm. A. Golden of the Los Angeles district freight office, better known to his many friends as "Silent Bill," tried to perform one of his silent acts on the boys in the office, but failed right away with it.

On March 4, he slipped away to the wide, open spaces of Yuma, Arizona, and took unto himself a wife. Why Bill should try to keep this a secret no one knows. However, his efforts were fruitless, for the freight traffic boys have an uncanny ability at finding out things.

The young lady was formerly Miss Margaret Tucker of Alhambra.

A handsome set of silverware was presented to the newlyweds by the freight department.

TWO OF A KIND

Dan—"Where are you off to, Ben?"

Ben—"I'm goin' to see the doctor. I don't like the look of my wife."

Dan—"I'll come wi' ye—I don't think much of the look o' mine."—Ex.



Tucson, Arizona, has a commercial golf league, composed of employes of various organizations of the city. A tournament is now under way, three matches having been played at the time of writing. The picture shows four members of the Southern Pacific team, being left to right: Tom Davenport, engineer; Buster Rhoades, clerk, division engineer's office; Frank Eyman, police department; T. F. Quilty of the district freight and passenger office. Mike Robles, chief clerk, car department, and Jake Peralta of the mechanical department, were not present at the time the picture was made.

Tucson Division

Leroy Magers — Supt's Off. — Tucson

Once upon a time there was a trainmaster who came from a California city to a desert division and he stood on the platform of a private car, and it was late at night. He looked down the track and there was an animal, and the trainmaster said: "Here boy, here boy, come here old fellow," and he whistled and slapped his leg in a vain effort to get the nice doggie to come up to the car, and the big officials, and those not so big who were watching from inside the car, laughed and laughed and laughed, and finally one of them took pity on him and told him that it was a coyote and the trainmaster felt very foolish and he said, "I think it is a dog at that, the way it Buys."

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General Office Club

G. A. Derheim — President

The general office handball tournament was begun on Monday, March 3, with H. Miramont defeating John Fishel in the singles, and Canepa-Anderson eliminating F. P. Ward-Liotta in the doubles. Sixty-eight players have entered the tournament, and some very fine handball is being displayed as the season goes along. Among those who have shown high class and appear to be favorites are: Shernock, Bob Greene and D. Sekany in the singles, and the team of Canepa-Anderson in the doubles.

Although our general office basketball girls did not take first place in the Industrial Athletic Association's annual tournament which has just come to a close, they made a very fine showing. They lost only two games of the entire season's schedule, and these by a very close margin. The girls had some real strong competition from a number of the leading industrial teams and, in each event, played a splendid game.

The Southern Pacific Club is proud to be sponsor of a team showing such sportsmanship and enthusiasm as was displayed by the girls. The following players comprise the team: Katherine Kennedy, Irma Maas, Gwyn Brady, Audrey Diamond, Helen Barholomew, Sofia Harnois, Marie Engler, Florence Schier, Evelyn McLaughlin, Edith Allan, Betty Westington, Sidney Welch and Dorothy Spreckles. Miss Genevieve Deasy acted as manager.

The initial bridge whist party sponsored by the Southern Pacific Club was held March 20 at the Hotel Whitcomb roof garden. This affair was efficiently handled by D. J. Ryan, chairman, and a capable committee experienced in the handling of these games. The first prize in the bridge games, $15, was awarded to Miss Elaine Stack, who turned in the highest score, while first prize in the whist games, $15, was awarded to Miss Helen Evans. The drawings for the door prizes were won by Miss Edna Slattery, first prize, $20; and by Mrs. H. J. Ryan, second prize, a beautiful doll. There were 40 other prizes awarded to those who received the next highest scores.

Approximately 200 persons attended this affair and spent a most enjoyable evening. The next big dance to be given by the club will be held in the ivory ballroom of the Hotel Oakland in April. Norman Passur is chairman of the committee handling this dance.

VETERANS OF SOUTHERN PACIFIC WHO DIED RECENTLY

Patrick Flannery, flagman, Coast Division, died January 25, at the age of 57 years 11 months. He was retired September 1, 1920, after 25 years 8 months' service.

Thomas Herbert, night roundsman, S. P. S. S. Lines, died February 16, at the age of 70 years 4 months. He was retired November 1, 1929, after 33 years 9 months' service.

Louis E. Laurent, saw filer, Sacramento Shops, died February 16, at the age of 81 years 4 months. He was retired August 1, 1916, after 20 years 4 months' service.

Albert B. Canniff, brakeman, Los Angeles Division, died February 17, at the age of 85 years 8 months. He was retired May 1, 1914, after 41 years' service.

George G. Herring, general agent, Pittsburgh, Pa., died February 17, at the age of 77 years 5 months. He was retired October 1, 1925, after 35 years 2 months' service.

John H. Stevens, B. & B. foreman, Portland Division, died February 19, at the age of 72 years 11 months. He was retired September 1, 1924, after 31 years 3 months' service.

Edward R. Folger, crossing watchman, Sacramento Division, died February 22, at the age of 71 years 3 months. He was retired December 1, 1927, after 28 years 6 months' service.

James Gladstone, painter foreman, Los Angeles Division, died March 1, at the age of 64. He was retired October 1, 1927, after 21 years 4 months' service.

Manuel Pacheco, laborer, Western Division, died March 1, at the age of 72 years 10 months. He was retired June 1, 1927, after 16 years 1 month's service.

William E. Palmer, station agent, former E. P. & S. W., died March 2, at the age of 74. He was retired July 1, 1924, after 26 years 2 months' service.

Peter Heslin, section foreman, Stockton Division, died March 3, at the age of 58 years 11 months. He was retired April 1, 1926, after 25 years 9 months' service.

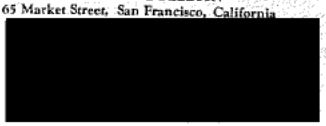
EMPLOYES MAKE 564 SUGGESTIONS AT SAFETY MEETINGS

During February, 10 safety committee meetings were held, attended by 442 safety committeemen and visitor, 564 safety suggestions were discussed, 10 papers on accident prevention read by safety committeemen, and reports received to the effect that 4585 employes were talked to individually by safety committeemen on safety matters. Details as shown by the following statement:

Committee	Att.	Sugs.	Talks by
Sacramento Gen.			
Shops & Stores	30	48	A. C. Hitchens
Los Angeles Gen.			
Shops & Stores	20	13	W. T. Ward
Coast Division	59	52	H. E. Watson
San Joaquin Div.	67	52	F. J. Paulsen
East Bay Electric			
Division	18	45	W. C. Money
Los Angeles Div.	90	39	H. P. Clark
El Paso Gen.			
Shops & Stores	21	133	W. F. Blythe
New Mexico Div.	48	54	R. J. Hudie
Rio Grande Div.	36	75	Dr. O. E. Brown
Tucson Division	53	53	J. H. Mytinger

Supervisor of Safety J. B. Monahan talked before the Coast, San Joaquin, Los Angeles, Tucson, Rio Grande and New Mexico divisions and General Shops and Stores Safety Committees.

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A Decade of Safety

DURING the last ten years no passenger has lost his life in a steam-train accident on the Pacific Lines of Southern Pacific. In that time a total of 404,709,492 passengers were carried a cumulative distance of 15,915,677,462 miles, or the equivalent of 639,132 times around the earth. Last year 33,600,094 revenue passengers traveled 1,528,663,083 miles on the Company's lines in the six western states.

Railroad safety depends on the perfect functioning of many human and mechanical factors. Modern equipment, solid roadbed, and the longest automatic block signal system maintained by any railroad in the world, could not achieve such a safety record if it were not for the all-important human element—the part played by every individual railroader. The handling of passenger trains is entrusted to employes thoroughly imbued with safety. Rigid operating rules are constantly in their minds. In an emergency they instinctively follow the safe course.

The artisan is proud of his work well done. Southern Pacific men and women have cause for gratification in such a remarkable record of safety.